

THE COMMERCIAL MOTOR

FRIDAY, MARCH 3, 1961
ONE SHILLING

SUCCESS STORY!

USERS EVERYWHERE ACCLAIM THE

COMMER

$\frac{3}{4}$ TON GOODS AND PASSENGER RANGE

PETROL OR DIESEL

NOTE the compact good looks of the hinged-door van with additional nearside door for ease of loading, the all-steel body of over 200 cu. ft. capacity, and the extreme manoeuvrability provided by forward control.

To all this add hard-cash economy and trouble-free operation; then you'll realise why each of the 19 factory-built models in the $\frac{3}{4}$ ton range is outstanding in its class.



BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION

ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!

COMMER CARS LTD. LUTON BEDFORDSHIRE

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

Daimler

FLEETLINE



inter-city

city

best for both worlds

**REAR-ENGINED, CAPACITY PLANNED 78-SEATER FOR PEAK LOADS
ON CITY AND INTER-CITY SCHEDULES...**

LARGE SEATING CAPACITY

LOW HEIGHT

EXTRA SAFETY

ECONOMY

EASIER MAINTENANCE

CREW ADVANTAGES

78 seats with flat floor and central gangways in both upper and lower saloons.

Low frame with dropped axles permits high or low bridge body styles.

Step free large wide front entrance in full view of driver who controls the power doors.

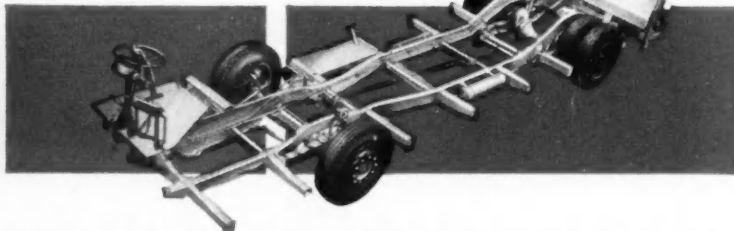
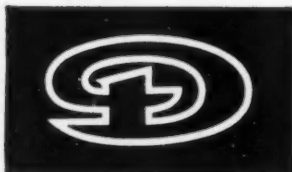
Outstanding fuel economy with high power ensured by the famous Gardner 6LX 150 B.H.P. engine.

Rear-engined power unit gives greatly increased accessibility for maintenance purposes, engine, gear box and auxiliary equipment can be removed independently or complete with sub-frame. Automatic strut type brake adjuster eliminates all shoe adjustment between overhauls.

DRIVER — Simple 2-pedal control, light steering and excellent visibility give car driving conditions.

CONDUCTOR — Large platform and wide flat gangways simplify conductor duties.

Chassis design achieves low frame height.



TRANSPORT VEHICLES (DAIMLER) LTD., G.P.O. Box No. 29, COVENTRY

Telephone: COVENTRY 27626 (15 lines)



Speed up and be sure with **BOWES SEALFAST** tyre repair systems

Bowes Sealfast equipment is uniquely designed, for speed and to take the hard work out of heavy tyre handling. Under this world-famous trademark is a complete range of dependable reasonably-priced equipment for the inspection and repair of tubed and tubeless, car-sized and commercial tyres.



The Complete Tube, Tyre and Tubeless Tyre Repair Outfit

Standard equipment for every Service Station, vehicle operator and transport garage. Compact, tidy, and a workbench in itself, with all the tools for quick tube and tubeless tyre repair—supplied with a MULTI-PLY cabinet containing sufficient material for over 400 repairs.

BOWES

**SEAL
FAST**

Write for our new catalogue and price list

APASEAL LIMITED • BOWES HOUSE • HAILSHAM • SUSSEX • TELEPHONE: HAILSHAM 340



The NEW MULTI-PLAST tubeless tyre repair kit

undoubtedly the safest, quickest method, uses an entirely new plastic material which moulds itself to fill any hole, without removing the tyre from the vehicle.



APA pneumatic bead expander the most ingenious and safest way to expand the bead on tubeless tyres without injuring them. (Actuated by air pressure).



New and improved "Aquarium"

tubeless tyre testing tank, being transparent, is the only way to discover small leaks that lead to slow punctures.

T.T. "LECTOSEAL"

Vulcanising equipment for hot repairs if required. Hydraulic and pneumatic spreaders, removers and bead breakers. And a whole range of polishes, cleaners and compounds.

You get more **OUT** because we put more **IN**

Operators log more miles per gallon, more miles per tyre and the lowest running cost per ton mile with Four-in-Line semi-trailers because B.T.C. put more in. Extra thought and skill in design—extra strength in the frame, the springs, the coupling—special steels and alloys wherever extra robustness is needed—all these combine to make the Four-in-Line the most popular semi-trailer in the Country with operators and drivers alike. And, in spite of all the other extras—there is still no extra price—unchanged through the last three years.



B.T.C. Model No. W. 1192
15-tons capacity "Four-in-Line"
Semi-trailer with Foden tractor.

* 10% EXTRA M.P.G.

Operators' records prove that at least 10% extra M.P.G. is obtained with Four-in-Line equipment.

* EXTENDED TYRE LIFE

100,000 miles per tyre on standard equipment is GUARANTEED with Four-in-Line semi-trailers, within limits of the tyre panel for claims and applying to mileage only.

FOUR-IN-LINE semi-trailers

promote efficient, economical transport



Registered Trade Mark No. 6574864

BRITISH TRAILER CO. LTD.

HEAD OFFICE: Phoenix Works, Richmond Road,
Trafford Park, Manchester, 17. Telex No. 66-250
Phone: TRAFFORD Park 0865
Grams: Trukantrak, Manchester Telex.

Also at GLASGOW · BIRMINGHAM · LEEDS · BRISTOL

LONDON: 39, Charterhouse Square, E.C.1.
Telex No. 2-3184, MONarch 4270 and 4279
LIVERPOOL: Graham Works,
Kirkby Industrial Estate, Simonswood 2126

BTC 3

Manufacturers are fitting -

CROMARD
REGISTERED TRADE MARK



By courtesy Leyland Motors Ltd.

LEYLAND Super Comets with latest O.400 engine have thin wall "Cromard" liners as standard fitment. Also ALBION chassis, with the O.400 engine.



Fleet operators can assure themselves of long term economy by having "CROMARD" cylinder liners in their vehicles from the start.

Many manufacturers are making them available in certain chassis either as first fitment or as alternative.

If in doubt please consult us.

Laystall thin wall liners, to the designer, mean more power and long life.

LAYSTALL CROMARD LIMITED

Dixon Street, WOLVERHAMPTON

Telephone : Wolverhampton 26941

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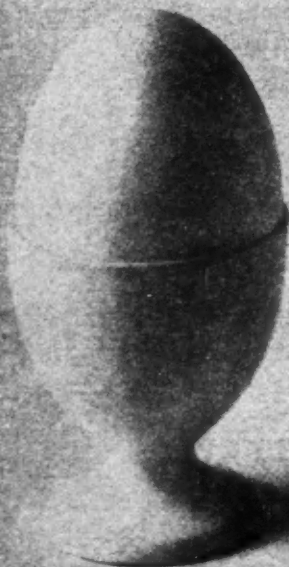
THE STEEL COMPANY OF WALES LIMITED

The wise and amiable hen does a good packaging job on our breakfast egg.

The shell not only fits our egg-cup to perfection; it makes a skillful compromise between protection in transit and 'crackability' under the spoon.

Sheet steel from the City of Steel is also made to a purpose. Each order is treated as a separate assignment so that you, the manufacturer, get the exact kind of steel your product needs. Steel, in fact, made precisely to your particular measure.

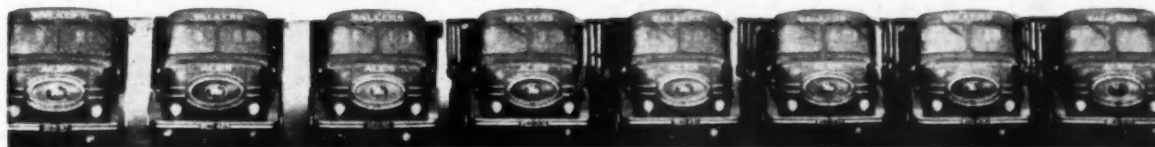
MADE TO MEASURE



Follow the Fleet-

-OWNERS WHO RELY ON E.R.F.

more and more and more of them!



● E.R.F. fleet operated by Peter Walker Limited, Brewers, Warrington, Lancs.



● A section of the fleet of E.R.F. vehicles belonging to Leonard Green (Haulage) Limited, Parkgate, Rotherham, on contract to G.E.C.



● Part of the fleet of E.R.F. vehicles operated by Gordon Plant of Macclesfield, Cheshire.



● Just a few of the E.R.F. vehicles in the fleet of Richard Read, Longhope, Glos.



Write for details of the E.R.F. Model that can help to solve YOUR transport problems and name of nearest E.R.F. dealer.

E.R.F. LIMITED, SUN WORKS, SANDBACH, CHESHIRE

Directors: E. P. FODEN. E. SHERRATT.

Telephone: 223 Sandbach (5 lines)

Telegrams: E.R.F. Sandbach

Telex No. 3652

**YOUR DIESELS
CAN REFUEL
WITH SHELL DERV
all over Britain**

Shell's nation-wide network of DERY Agencies ensures there is always DERY where and when your drivers need it, whatever route they travel. They can refuel on a pre-arranged credit system, or they can pay cash. Ask your local office of Shell-Mex and BP Ltd. for full details.

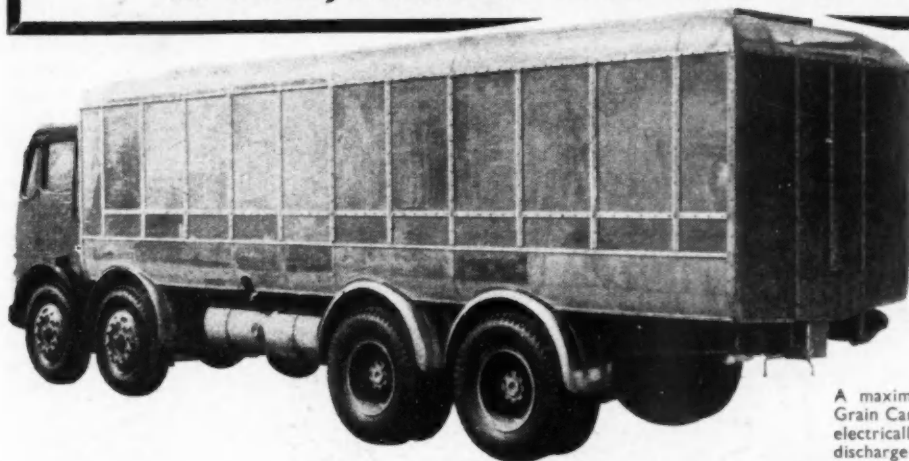
**PETROL
AGENCY
DERV**

**SHELL
DERV**

You can be sure of Shell

Homalloy
LIGHT ALLOY REGD

now manufacture high and low pressure tanks for liquids, powders, etc., in steel, stainless steel and aluminium



A maximum capacity Bulk Grain Carrier fitted with an electrically operated worm discharge.

An all-alloy Bulk-Sugar Container consisting of a welded inner tank and mounted on a tipping chassis.



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**QUICK Delivery is guaranteed
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Homalloy Works, Sutton Road,
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ZAMBESI COACHWORKS LTD.
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BUS BODIES (S.A.) LTD.
P.O. Box 4608, Port Elizabeth
Phone: 4-2665

WESTON TWIN-POWER SLANT HOIST

**TAKES A
LOAD OF
PUNISHMENT !**



PLUS POINTS BEHIND THE THRUST INCLUDE

● NO GROUND CLEARANCE PROBLEMS

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

● MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT

Design gives maximum efficiency with body floor heights within the minimum set by the Chassis Manufacturers.

● STABILITY

Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

● SIMPLE INSTALLATION AND CONTROL

The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

● AMPLE POWER FOR THE HEAVIEST LOADS

All Weston hoists are equipped with a 4-cylinder piston-type pump, precision-built, capable of operating at high pressures.

**WOOD, STEEL OR LIGHT
ALLOY BODIES BUILT
TO CUSTOMER'S OWN
SPECIFICATION.**

Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



**WESTON WORKS (BIRMINGHAM) LIMITED,
WESTON LANE, GREET, BIRMINGHAM 11.**

Telephone : ACocks Green 3936 (P.B.X.) Telegrams : "Sunsabod, Birmingham".

HOME AGENTS:

NORTH:

The Monarch Engineering Company, King Street, Salford 3, Lancashire. Telephone : DEAnsgate 5327/8

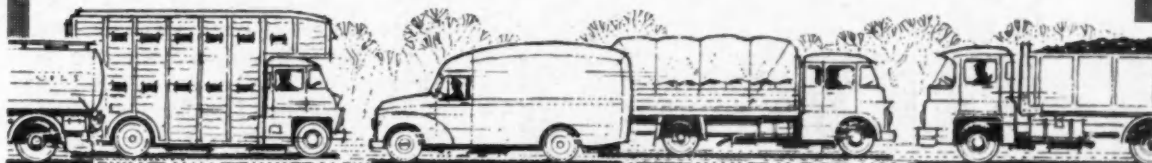
LONDON:

Southern Hydraulics Ltd., 11 Victoria Crescent, Wimbledon, London, S.W.19. Telephone : Liberty 2494-5-6.

SCOTLAND:

Northern Tippers, High Street, Airdrie. Telephone : Airdrie 2401.

**Proved over five years
and millions of miles
on British roads**



3-T NYLON truck tyres

OUTWORK, OUTLAST ALL OTHERS

Performance is the best proof you can get. And with Goodyear 3-T Nylon truck tyres the facts speak for themselves. Britain's haulage men have proved that these rugged tyres outwork, outlast all others. That's because they are built with nylon cord triple-tempered by the exclusive Goodyear 3-T process for unequalled strength and stamina. The verdict is unanimous—3-T Nylon truck tyres pioneered and perfected by Goodyear, are unbeatable —performance proves it.

Reliability

Triple tough 3-T Nylon cord gives extra stamina, reliability and protection, ends delays.

Mileages increased

Both big-fleet owners and one-vehicle men report greatly increased mileages on long high-speed hauls with heavy loads.

More remoulds

Miracle-strength 3-T Nylon carcass resists heat, shock and moisture to give maximum remouldability.



GOODYEAR

PIONEERS OF NYLON TYRE DEVELOPMENT

MILK IN BULK IN

Continuing their policy of designing and building Road Tankers for special as well as Standard purposes Andrews Bros. are now constructing Tankers for the Bulk collection of milk from Dairy Farms under the Milk Marketing Board Scheme.

New problems in bulk liquid transport are continually arising as new liquids are developed by chemists and produced by Refineries and Distilleries.

The vast experience of Andrews Bros. is invaluable in the solution of these problems and this service is available to you.

Whatever your requirements may be we can build the perfect tanker for the job and can offer quick deliveries at very competitive prices.



ANDREWS BROS TANKERS

ANDREWS BROS. (Bristol) LTD.

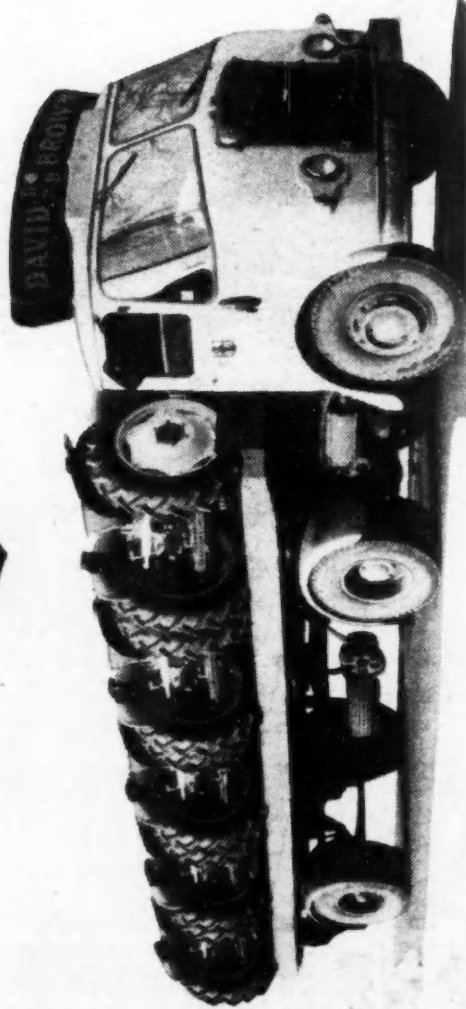
Carlton Works, Regen St., Liverpool, 3

Telephone MARITIME 1291

Telegrams Stainless, Liverpool 3

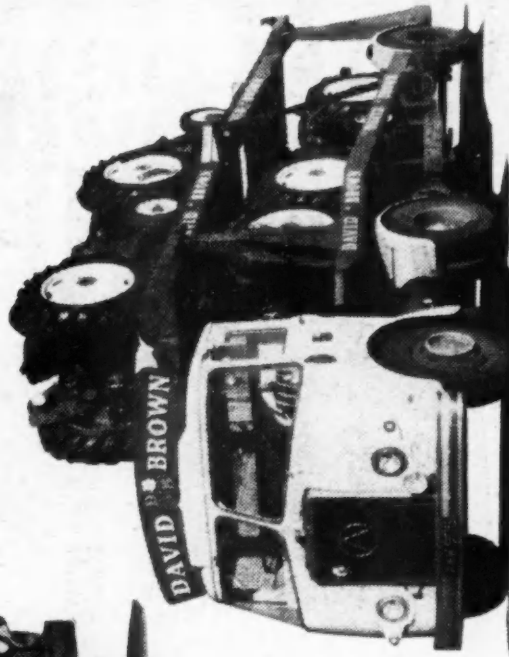
Garrimore

YOU
CAN BE
PROUD
OF A
CARRIMORE



MESSRS. DAVID BROWN TRACTORS LTD. WRITE:—

"I cannot recollect sending you any photographs of the Transporter or any of our Carrimore Articulated Units. I am enclosing two of these herewith and trust that they will be of some use to you. As you know, we now operate the Transporter, which is regularly conveying five tractors to the docks daily, and I am very pleased to say that this has been an extremely trouble free unit. We are also operating three of your articulated units and two of these have now covered a fairly considerable mileage conveying either three or five tractors to the docks daily."



GARRIMORE SIX-WHEELERS LTD. LONDON N.12. HILLSIDE 3631

SPARSHATTS

for Albion



- **£1,950 IN PRIMER**

*or
Convenient Terms*

- **20% DEPOSIT**

Charges on balance

- **3% PER ANNUM**

One of several Albion Claymore 5-ton Diesel 1,200 cu. ft. Luton Vans for White & Co. Ltd., London and Portsmouth

Comfortable in-line seating for 3 persons

Exceptional ease of entry to full forward cab plus wrap round panoramic screens for improved visibility and safety

Albion Claymore Luton Vans are available for immediate or early delivery.

J. H. SPARSHATT & SONS LTD.

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Phone: New Cross 2939

Chichester Sales Office:

BOGNOR BRIDGE, CHICHESTER

Phone: Chichester 4154-5

Head Office & Works:

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PORTSMOUTH**

Phone: Portsmouth 60361

SPARSHATTS

SPECIALISTS IN BODY BUILDING

LEADING OPERATORS CHOOSE A.E.C.

"Our sort of work would tear the heart out of an ordinary chassis"

says Mr. K. J. Palmer, Director of the Direct Haulage Co. Ltd.

Direct Haulage and its associated companies move each year a million yards of ash, coal and coke—a job that makes heavy demands on a vehicle fleet. Mr. K. J. Palmer explains how A.E.C.'s help to solve his problem.

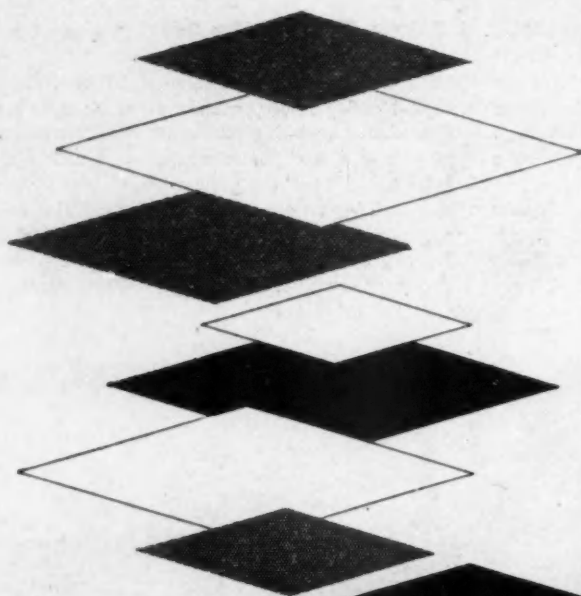
"Hauling coal and coke—removing ash from power stations and delivering it sometimes to really tough drainage sites calls for a vehicle that can 'take it,'" says Mr. Palmer. "That is why for our heavyweight jobs we always stick to A.E.C.'s. Today we have a hundred

altogether, including 25 'Mammoth Majors'. The extra capital outlay is very quickly offset by their greater dependability, which gives highest utilisation and lower maintenance and operating costs. Our very first 'Mammoth Major' did 300,000 miles with only one top overhaul. We do our own maintenance, but if ever we are in trouble your service people do a wonderful job. In fact, one of the most important reasons for my deciding to standardise on A.E.C.'s for all my 'heavies' is because of your excellent service."



A.E.C. LIMITED · SOUTHALL · MIDDLESEX

at your service for a
CENTURY



hire
purchase
finance

NORTH CENTRAL

and ready to help you **NOW**

NORTH CENTRAL WAGON & FINANCE CO. LTD.

a subsidiary of the National Provincial Bank.

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LONDON OFFICE: CYPRUS CHAMBERS · REGENTS PARK ROAD · LONDON N.3

Subsidiary Companies: A. J. Stanton & Co. Ltd · The Southern Counties Car Finance Corporation Ltd.

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FROZEN 'ASSETS'

ARE OUR BUSINESS!

Refrigerated and



Insulated vehicles



and Containers

ALL WITH THEIR THERMAL EFFICIENCY GUARANTEED

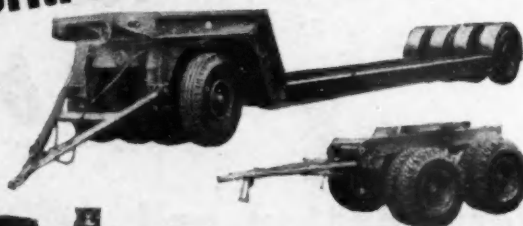
If you require an insulated or refrigerated vehicle for transport of supplies ranging in temperature from "deep frozen" to merely "chilled," Mann Egerton can design and build it to your specifications—any size of vehicle, any type of fitment—presents no problem to us. A 'Standard' range of Low Temperature transport is also available for immediate delivery from stock in both refrigerated and insulated types.

Write for full details to :

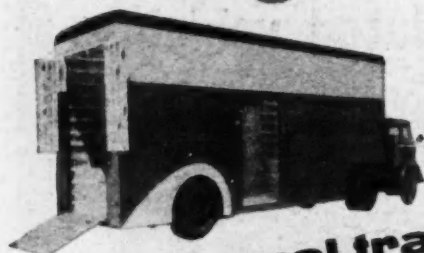
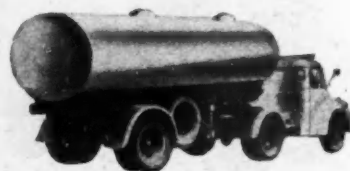
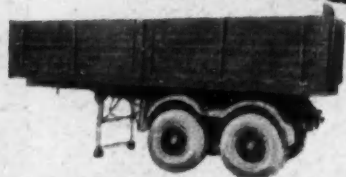
MANN EGERTON
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CROMER ROAD WORKS, NORWICH • NOR38N Tel: 47272

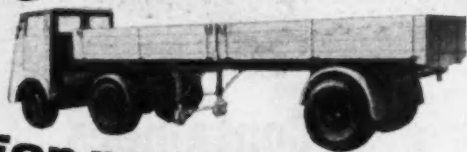
For Machinery and Contractors' Plant



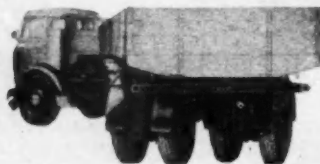
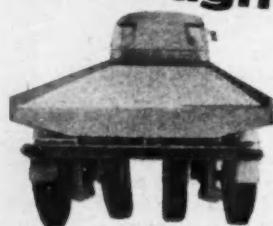
For Bulk loads Wet or Dry -



For general transport and tree transport



For rough roads and winding roads



TASKERS take the troubles out of transport. It's not just knack... it's knowledge! The 'know-how' of long experience, and the familiarity with users' problems. This has led to the development of a very wide range of trailers and semis which do their job better, longer... and thereby cheaper! Take a look at our Publication 1199—Representative Types. Or ask for details of a specific type and tell us your load problem.

TASKERS OF ANDOVER (1932) LTD.

ANDOVER, Hants. Tel.: ANDOVER 2312. Telex: ANDOVER 47-539

London Office: 36 Victoria Street, S.W.1.

Tel.: ABBey 2202.

Manchester Office: 26 Corporation Street, Manchester 4.

Tel.: Deansgate 6009.

Telex: Manchester 66-249

**Taskers
TAKE
THE
LEAD**

*that's
another
load
off
my
mind
says this
Transport
Manager*



Loading or unloading in your own depot is comparatively easy—usually there's suitable gear and adequate sources of labour available. But when it's a matter of loading or unloading at your customer's premises—that's quite a different story. That is where I have found the Burtonwood Hydraulic Tail Lift worth its weight in gold. My advice is—get in touch with Burtonwood now. They will show you how to solve your unloading and loading problem quickly, safely and with great savings in time and labour.

BURTONWOOD

HYDRAULIC TAIL LIFT

BURTONWOOD ENGINEERING CO. LTD.

Mechanical Handling Division

North East Industrial Road, Welwyn Garden City

Tel: Welwyn Garden 5571 (7 lines)

Half-cab by DURAMIN on AEC chassis, supplied to African Timber and Plywood (Ghana) Ltd., through United Africa Company (Timber) Ltd.



12 years in African forests prove **Duramin** strength with lightness

To the usual hazards of timber haulage, add a tough climate and rough roads. In African forests the humidity is always high.

Two or three months of heavy rain each year are "extra".

Large areas are flooded hub-deep and over. Timber lorries have to be "tough, mighty tough" out in West Africa to resist climatic attack, fungi, insects, and a first-class pounding in jungle mud.

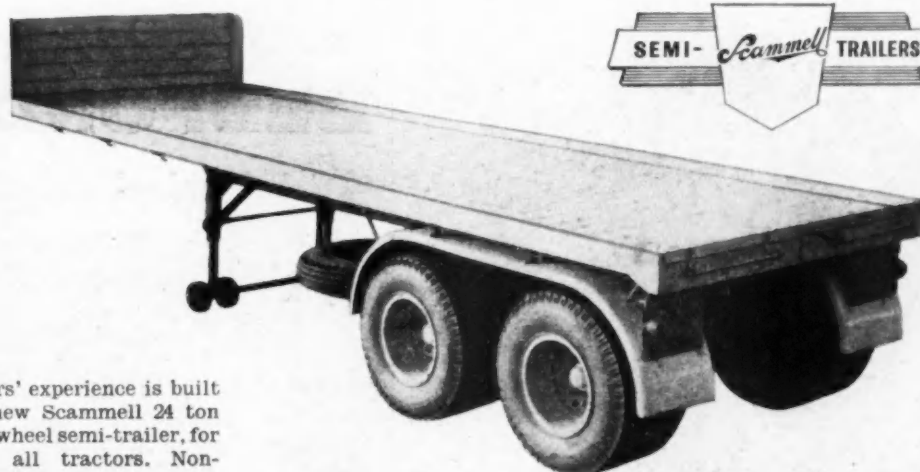
Photographs recently received show the appalling conditions DURAMIN cabs are perfectly fitted to withstand . . . in just the circumstances where every ounce of weight saved by DURAMIN engineering provides a worthwhile bonus in engine power, all-up load, and fuel savings.



One of 56 light-alloy cabs with protective grille, built by DURAMIN in 1948 to comply with an export order. 12 years on African roads have proved its rugged strength.

light-alloy bodies by **Duramin**
Regd.

DURAMIN ENGINEERING COMPANY LIMITED, Stonefield Way, Ruislip, Middlesex
Telephone: Viking 3322 (5 lines). Telegrams: Duramin, Ruislip. Also at Lydney, Gloucestershire. Telephone: Lydney 208



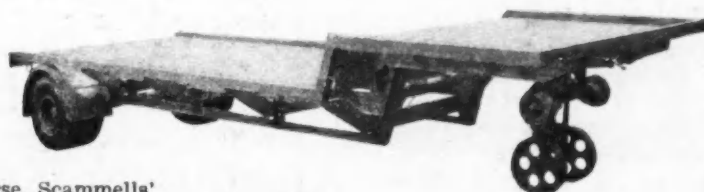
Forty years' experience is built into the new Scammell 24 ton g.v.w. 5th-wheel semi-trailer, for use with all tractors. Non-reactive rubber or air suspension bogie ensures high stability and maximum stopping power; all-welded pressed frame carries maximum payload with utmost reliability; oil-less bearings reduce lubrication to minimum...

greater experience



... single axle 5th wheel semi-trailers are also available for payloads from 12 to 14 tons...

wider range



... and, of course, Scammells' famous range of light semi-trailers from 3 to 12 tons, fitted with the Scammell M.H. automatic coupling gear, of which 85,000 HAVE BEEN SOLD.

higher output

SCAMMELL have it all!

SCAMMELL LORRIES LTD

Head Office and Works: Watford, Herts. Tel: Watford 25231 & 25691
Sales and Service Depots and distributors in all main centres



FOR THE
FASTEST
REPLACEMENT
SERVICE

ring **BURGESS**

The next time you need replacement silencers and need them *fast*, ring Burgess for their by-return service is second to none. It should be, for Burgess — makers of silencers for over 30 years — know how important it is to maintain extensive stocks of silencers to suit *all* types of commercial vehicles.

Ring or write for 1961 In-stock Catalogue : BPS 232

**BURGESS PRODUCTS COMPANY LIMITED,
HINCKLEY, LEICESTERSHIRE**

Main Scottish Distributors : David Harrison Ltd, 78/80 Haymarket Terrace, Edinburgh 12

Inspired *NEW* approach to forward control . . .

BEDFORD TK

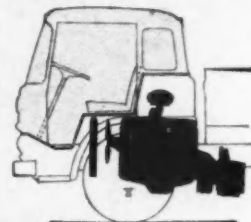
cab ahead of engine



No fumes, no noise, no heat. *All* the advantages of forward *and* normal control ; *none* of the drawbacks. Ideal weight distribution. Maximum body length in relation to wheelbase. Better manoeuvrability. Wonderful vision. Low step, flat-floor cab for 3 big men. Easy engine access. Cab lifts off for major overhauls.

NEW, TRIPLE-SAFETY BRAKES. Powerful foot-brake system with every feature duplicated for safety. Plus entirely new man-sized transmission brake.

3 TONS TO 12 TONS



available now at

Keith & Boyle
REliance 4211*

80 CLAPHAM ROAD, S.W.9

CLOSE TO OVAL TUBE

DAILY 8-7 SATURDAYS 8-5

★ Sales after 5.30 weekdays and noon Saturdays,
REliance 2504

**COME TO THE OVAL FOR A
SQUARE DEAL**



FOR DEMONSTRATION — ANY PLACE — ANY TIME

OF THE

CRANE

SPACEVAN

RING WATERLOO 4959

At Dispatch Motors we have for immediate demonstration the Crane Spacevan with a freight capacity up to 1,446 cubic feet in a smart and efficient aluminium body. It is available in four lengths from 21' 6" to 27' 6".

Mounted on a chassis, the Spacevan is still lighter than comparable van semi-trailers, because of this construction it is strong and durable, and can be converted to or from a flat bed semi-trailer.

Ten to twelve tons of goods can be transported swiftly and safely, powered by the reliable THAMES TRADER TRACTOR UNIT

Dispatch Motors
FORD DISTRIBUTORS

SOUTHWARK BRIDGE ROAD S.E.1 · WATERLOO 4959

BOALLOY^{REGD.} *The best name for vans*



* PANTECHNICON

* BOX VANS

* BREAD VANS

* CONTAINERS

in light alloy, fibre-
glass or composite
construction

** There's a Boalloy body on every road in Britain—
not just a slogan, a fact!*

BOWYER BROS. (CONGLETON) LTD.

WEST HEATH, CONGLETON,
CHESHIRE. PHONES: 3733/4

THE *Raybestos* SERVICE

INCLUDES COMPLETE CLUTCH SERVICE



Genuine

BORG & BECK

Regd. Trade Mark

Boxed driven plates

Boxed release bearings

Boxed exchange cover assemblies

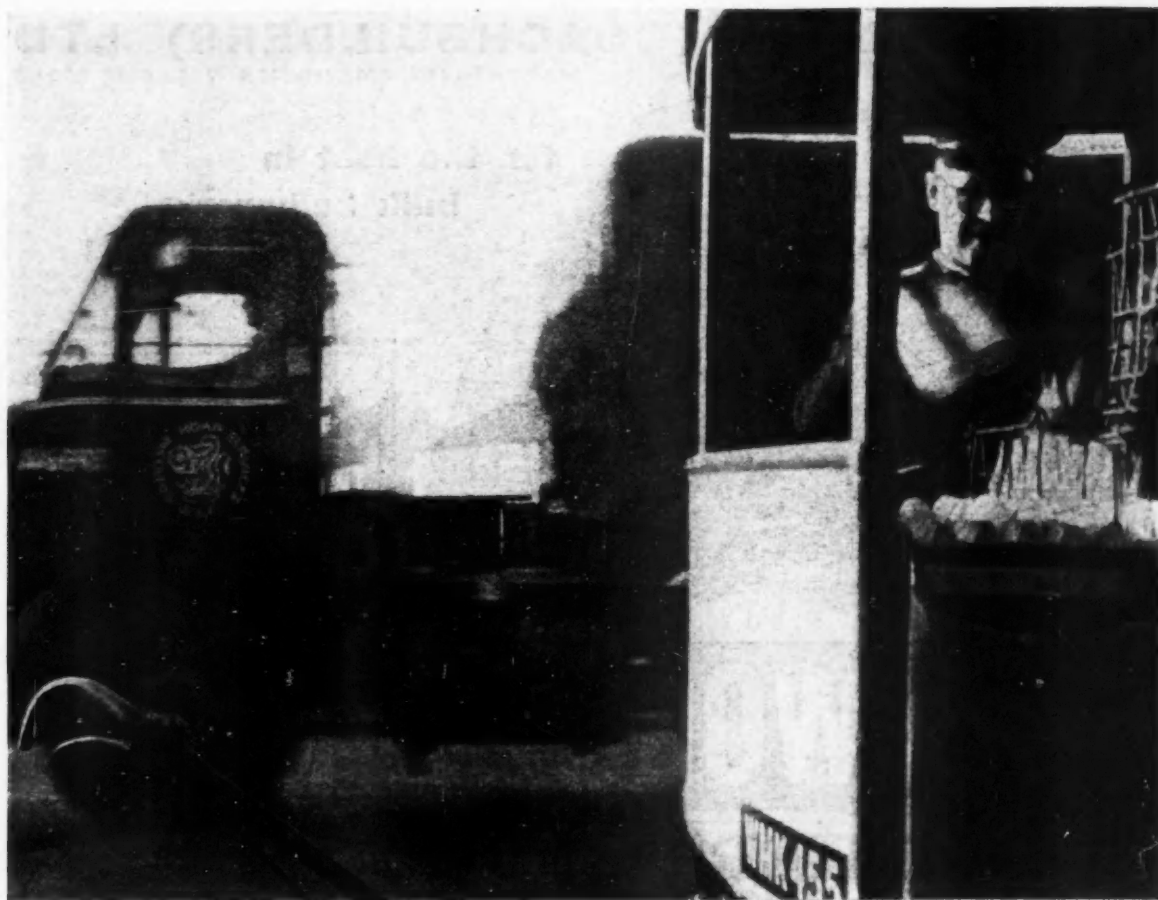
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Raybestos

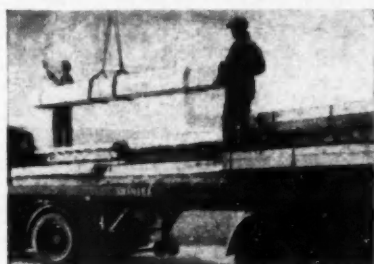


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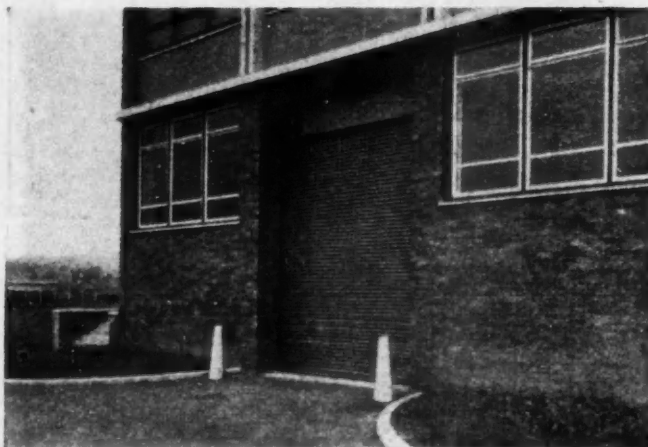


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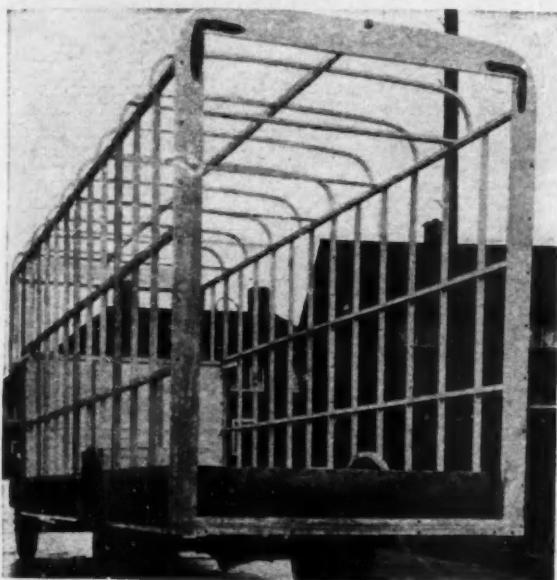
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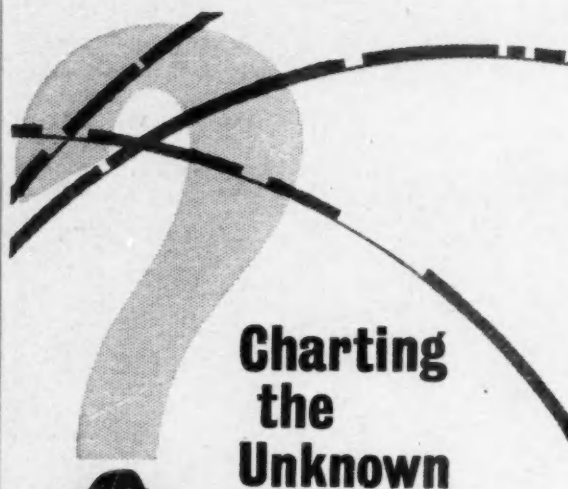
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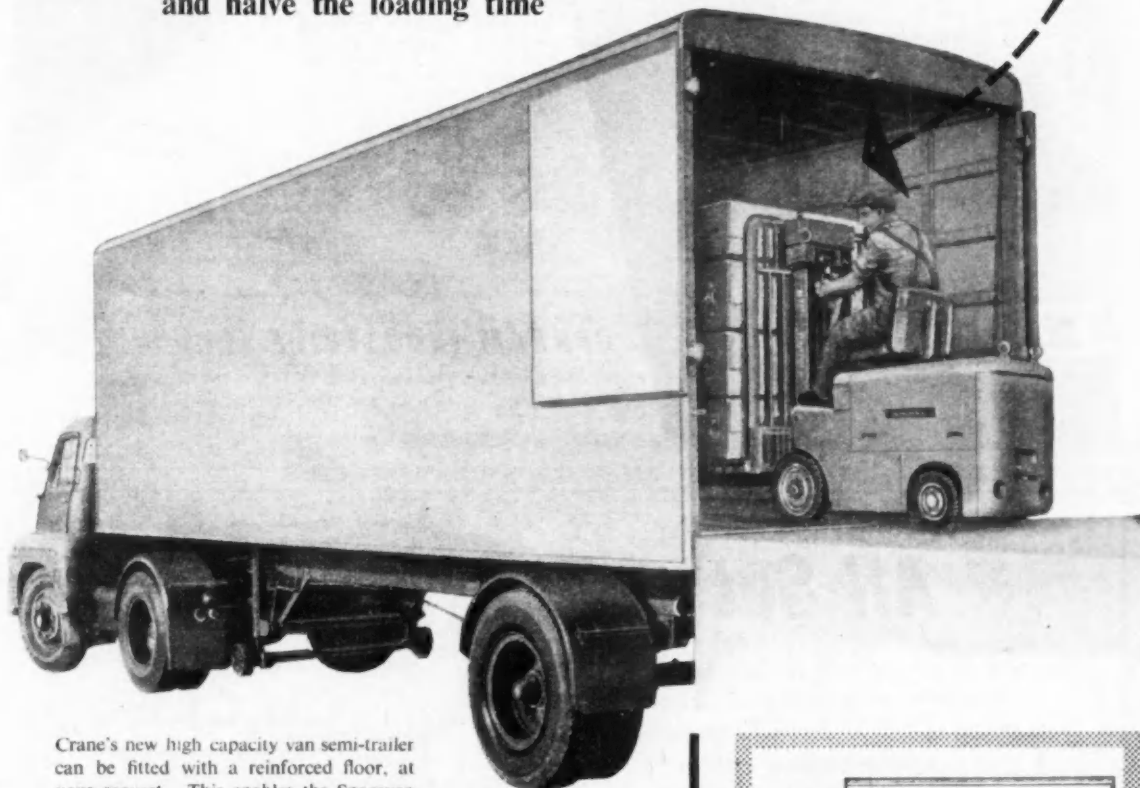
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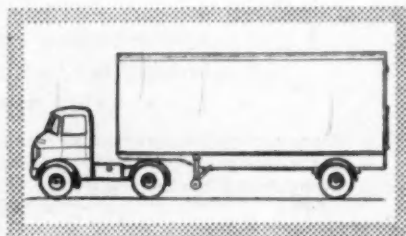
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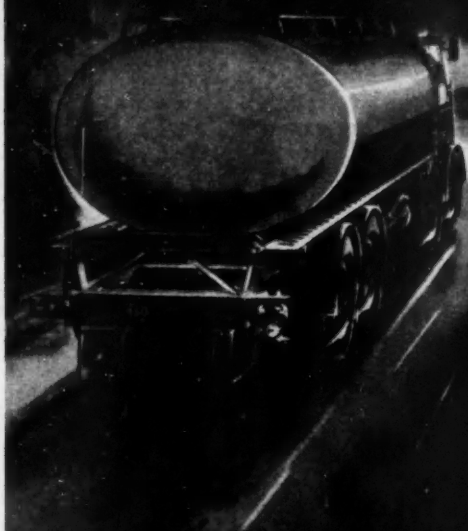
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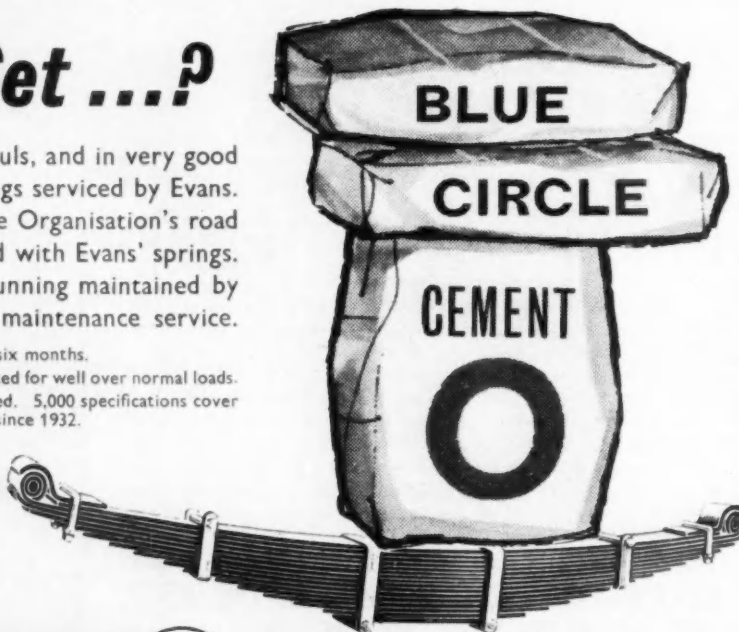
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Safety in Numbers

ONE of the finest examples of how hauliers can help themselves by co-operation with other hauliers is provided in the formation of a company in the North Western area to offer tipping vehicles to major road contractors on a pooled basis. The whole question of strength through co-operation is one of vital concern at the present time, particularly to small- and medium-sized hauliers, because of intensifying competition and keen rates.

The principle is not a new one. "There are in existence today several excellent examples of voluntary banding together on the part of such operators, mainly to provide traffic facilities. Several organizations, some dating from pre-war days, are flourishing (and undoubtedly will continue to flourish) under present-day conditions. They devote themselves largely to acting as clearing houses on behalf of members of the organization. There are also, of course, other possible benefits from the formation of such groups in the shape of bulk purchases of spares and fuel, and of the provision of reputable sub-contractors and fair rates for loads and sub-contracting work.

Economic conditions in the business world of the 1960s militate against the small man and it is true, as a broad generalization, to remark that the majority of hauliers—efficient though they certainly are in their own right—could achieve considerable economies if they were bigger. They do, in fact, often have to accept high costs, part-empty running, and so on, that a large organization can avoid. They often, too, have to make do with less-efficient premises and out-of-date handling methods simply because they cannot afford the capital necessary for such buildings and equipment; nor have they the volume of traffic to justify the expenditure that would be necessary to modernize.

On the other side of the picture must be considered the sturdy independence of the average road haulier. Memories of the 1930s are still strong. In fact, many of today's hauliers were bred in those days. The haulier is, and always has been, capable of standing on his own—a quality that has largely resulted in the excellent service the road haulage industry now offers to the country. It is a quality that marks the haulier as a unique, and valuable, businessman. It is a quality that should never be discouraged.

Therefore, the best of both worlds can be obtained by the various forms of mutual help, via a central organization. In the latest instance, the tipper operators concerned not only virtually ensure themselves of remunerative work, but also do a considerable service to haulage generally by helping to keep out the undesirable type of tipper operator who occasionally mars the scene of major public works, painting the reputable majority of hauliers with the bad name he (but certainly not they) so richly deserves.

Another Threat

THE designating of clearways within urban areas is a comparatively new problem for operators. The protest meeting held in London early this week, at which both hauliers and traders expressed their concern, spotlights the situation. Authorities responsible for keeping traffic (largely private transport) moving at peak hours can see obvious advantages in urban clearways. The Minister has, in fact, said he is thinking of making some 90 miles of them in London.

Urban clearways represent a serious threat to the equilibrium of delivery services. They must be treated as such—and fought vigorously and promptly by all goods vehicle operators.

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NEXT WEEK

- Trailer Braking Problems Reviewed
- Light Van Road Tested

Men Who Make Transport

Walter

TWELVE years ago, Mr. Freddie Jeune, who was an engineer and haulier, entered into partnership with a young man of 25 named "Wally" Heymann, with the object of running a small haulage fleet efficiently. The assets, on the face of it, were not particularly impressive. There were three lorries and a small garage in Peckham. But there were intangibles which have played their part in stimulating the growth of a small business into one which, today, is trading at the rate of nearly £2m. a year.

Mr. Jeune is a practical, mechanically minded man. Mr. Heymann, on the other hand, is first and foremost a businessman. It is a combination of talents which has spelt success in letters of gold.

"Wally" Heymann arrived in this country from Germany at the age of 11, beating a pogrom by a short head. He spoke not a word of English. Four years later he matriculated at Maiden Erleigh school, near Reading. The boy had brains. His first job was in the office of a shipping agent but, after a year, he went to a transport firm as a junior clerk. And then came the war.

War Service

From 1943 to 1947 he served with the Reconnaissance Corps, finally coming to rest in Germany with the rank of squadron quartermaster sergeant. Bi-lingual in German, he was employed on interpretation duties in Berlin, and it was there that he met his wife.

After his war service, Mr. Heymann returned to his former haulage employers and at the age of 25 was appointed transport manager. But he was not the man to be content with a steady and not unprofitable job. He had the urge to paddle his own canoe—to put to his own use all he had learnt, even if it meant taking a chance. In Mr. Jeune he found the ideal working partner.

The Peckham garage became a long-distance transit

Bird's Eye View

Good Morning, Mr. Marples

GOOD morning, Mr. Marples. Have you got any thoughts on box dimensions for public service vehicles, on simpler records for drivers of small C-licensed vans, on 28-ton-gross eight-wheeled tankers, or on restrictions for abnormal loads? I know your lively brain has lots of thoughts on a pretty indigestible range of subjects, but these four questions are ones that have been kicked around for some time now. And they are, as you know, important subjects to operators and manufacturers.

Nobody seems to have raised violent objections to your proposals for larger P.S.V.s, and some people stand to benefit, so why any delay on that score?

Simpler Records

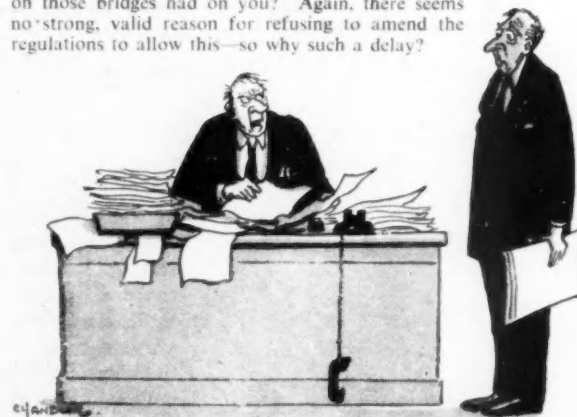
AND how about those simplified records for drivers of small C-licensed vans? The British Road Federation will soon have forgotten when it first put a very sensible plan for this before you. It really is a very long time ago. What is holding that one up?

28-ton Tankers

THE fuss over 28-ton gross eight-wheeled tankers is of much longer standing. Mr. Harold Watkinson (how long ago it seems since he was Minister of Transport) was favourably disposed towards them. Unaccountably, you suddenly switched the other way round and announced you would have nothing

to do with them. You gave as a reason what many operators uncharitably took to be a rail-inspired effort. Many bridges, you said, were not strong enough to take the extra four tons.

Since then, you have been thinking about it again. I wonder what influence a certain survey (non-Ministry) into weight limits on those bridges had on you? Again, there seems no strong, valid reason for refusing to amend the regulations to allow this—so why such a delay?



"Five hundred tons of steel to go today—and you leave us with a 5-cwt. in the yard!"

Albert Heymann

depot. By hiring and sub-contracting, the business was worth £20,000 a year and it soon became clear that there was little point in letting it rest there. J. and H. Transport Services (Peckham), Ltd., was formed in 1949. With denationalization, the company acquired 48 ex-B.R.S. vehicles and depots were established in Birmingham, Liverpool, Sheffield, Glasgow, Bristol and Manchester.

Today, there are some 150 vehicles, seven subsidiary companies, and a dozen depots in addition to spacious premises at Croft Street, Deptford, from which operations are controlled. It is a company which gives the impression of being very much on the ball. The vehicles, mostly six- and eight-wheelers, are in excellent condition, the traffic office is a hive of industry, and management is enlightened and ever-present. It is a boast of the company that their drivers, averaging £25 per week, are amongst the best-paid in the industry and their conditions could hardly be bettered.

Driving Force

Much of the driving force behind the business is provided by the personality of "Wally" Heymann. Probably he could make an equal success of any other type of business, but it is true to say that there is little he does not appreciate in the industry of his choice. He is a large man of considerable mental and physical energy, in spite of the fact that there were some signs of strain a year or two ago. Ordered by the doctors to take things a little more quietly he has done his best, but in a highly competitive business there is scant opportunity for leisure. In haulage, as in other commercial enterprises, a company cannot rest on its laurels: the board must find new outlets, provide new services, before falling receipts herald the inevitable.

In the case of J. and H. Transport, the very considerable expansion consolidated in the past few years has been achieved without the assistance of a bank overdraft. Nor



From three lorries to £2m. a year—Mr. W. A. Heymann.

have the company been charging "fancy rates," or they would have been out of business long ago. The reserves which have been built up are the result of keen management, efficient operation and sound judgment in planning. And all these things are right up "Wally" Heymann's street.

A business which is working for 24 hours a day perhaps provides fewer opportunities for relaxation for its management than its staff. Mr. Heymann is a very happy man when he can sign the last letters, switch out the light and climb into his 220 Mercedes. His home is in Dulwich and there, with a little bit of luck, he can take the rest the doctors ordered.

I would not say that he is a very "social" type of man. The golf course and the nineteenth are not for him. Nor does he pretend to be the life and soul of the local. His free time is limited and when he has any, he likes nothing more than to spend it with his family. After all, a wife and young girls of 10 and 13 can provide most kinds of entertainment for the jaded parent—from slapstick hilarity to high tragedy. Perhaps because he is essentially a family man, he enjoys the light comedies of the London theatre in preference to the heavy drama of some contemporary playwrights.

Sunning and Bathing

Until he received the medical "go slow" warning light, Mr. Heymann was an enthusiastic swimmer. Today, the holiday he most enjoys is taking the family to the South of France and spending a lazy week or two, sunning and bathing and relaxing in the Mediterranean manner. At home, he seeks relaxation of a different kind in playing bridge, and he is, in fact, a formidable player. He is also a vice-president of the Harrow East Conservative Association, and his trade interests include membership of the Road Haulage Association and the Institute of Traffic Administration.

Now only 37, Mr. Heymann has demonstrated a remarkable flair for the business of his choice. He has a capacity for sustained high pressure work and he sees his objectives, both near and distant, with enviable clarity. He is not the man to set his sights too low.—T.W.

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By The Hawk

Unusual Paperweight

I WONDER if anyone else has such an unusual paperweight as the one which is on the desk of Mr. Clarence Mumford, chairman of W. Mumford, Ltd., Plymouth. The object is a brass hub-cap, which was found by a workman whilst a firm of pipe-laying contractors was at work in Plymouth.

The hub-cap bears the inscription "W. Mumford, Ebrington St., Plymouth," and dates back to the turn of the last century, when Mr. William Mumford founded the business. It is thought to have fallen from a two-wheeled trap and become buried in the roadside.

Waiting Cry

CRY from the heart of Mr. Victor J. Pike, when he addressed members of Coventry Rotary Club on the need for better loading facilities in factories which had been enlarged and in which the transport work had increased.

"On average," he said, "it takes six hours to load up a big lorry when it could and should be done in a fraction of that time. There is far too much waiting at factories around here."

Hear, hear!

Flat Out

SEEN on the Portsmouth Road last week. One stake-sided lorry piled sky-high with old outer covers. It was parked by the roadside in a clearway stretch. The reason?

A puncture!

Short-term Grants: Strict Control, Warns Authority

FOLLOWING a ruling by the Transport Tribunal that figures of operations of vehicles granted under short-term licences could be used in support of a subsequent substantive application, a hearing which had been concluded last October, was reopened by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Carlisle last week. Mr. Hanlon had previously ruled that the figures were inadmissible, when tendered by the applicant, J. Millican (Penton), Limited, of Carlisle, who wanted to add seven vehicles to their fleet. The vehicles would replace seven which were operating under contract A licences.

Mr. B. G. Montgomery, for the applicants, said that only four days after Mr. Hanlon had adjourned his decision in the case, the ruling was given by the Tribunal in an appeal by the B.T.C. against Siddle C. Cook, Ltd.

Mr. Hanlon said he had refused to look at the short-term figures in Millican's case on the same basis that Licensing Authorities had refused to look at that evidence since licensing began. He asked Mr. T. H. Campbell Wardlaw, representing Robsons Border Transport, objecting, what he had to say about the proposal that he should now look at the short-term figures.

Admissible Evidence

Mr. Wardlaw said that the Tribunal had categorically stated that such evidence was admissible. He reminded Mr. Hanlon that he had given the ruling not to include the figures in the present case at his, Mr. Wardlaw's, request. "It appears that I was wrong, and, with respect, you are wrong," continued Mr. Wardlaw.

Said Mr. Hanlon: "And L.A.'s have been wrong for the past 28 years, and also lawyers who say 'without prejudice to the substantive application' are wrong, in so doing."

Mr. Wardlaw pointed out that there was a difference in that the short-term licence in the case of Siddle C. Cook, Ltd., was granted only after almost a two days' inquiry. It was hotly contested by objectors and was not without prejudice, whereas the short-term grant to Millican's was made *ex parte* after a short hearing, and no objectors appeared. In view of this, Mr. Wardlaw suggested that Mr. Hanlon should look at the short-term figures less favourably than if the short-term application had been contested, as Siddle C. Cook's had been.

Any Discretion?

Mr. Hanlon: "How can I decide how to treat them before I see them?" He wondered whether an L.A. had any discretion at all under the provisions of section 174 of the Act, which stated that the L.A. shall have full power in his discretion to grant or refuse a licence.

Mr. Hanlon said that whilst he did not want it to be thought that he was reviewing the Tribunal's judgment, it was a rather surprising decision which seemed to have come "straight out of the blue." *In future, however, the granting of short-term licences would be very much more strictly controlled to the absolute minimum and would be subject to publication and public inquiry. Only in*

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cases of extreme urgency was there likely to be a grant in future.

Giving his decision, Mr. Hanlon said it was perfectly clear from the evidence that the application was the basis for obtaining return load traffic from Lancashire for West Cumberland Farmers Society. From the figures it was "very obvious" that an advantage could be gained by operating under public A licence instead of under contract A. He thought it was not in the public interest that there should be substantial gains in the right to carry return loads. It was not in the interests of the haulage industry generally, and it was certainly not within the spirit of the Road Traffic Act.

The most he could grant was three vehicles, subject to the surrender of three under contract and an undertaking that Millican's would not add to their contract fleet for a period of 12 months.

Twin-drive Trader Six-wheeler

A SIX-WHEELED vehicle, based on the Thames Trader 7-ton chassis and cab, and having twin-drive rear axles, is now being built by All Wheel Drive, Ltd., Camberley, Surrey. Transmission and rear axle assemblies and a special frame manufactured by All Wheel Drive, Ltd., are incorporated in the design.

The vehicle is produced only in chassis-cab form and can be powered by a six-cylinder oil or petrol engine. Two wheelbases—11 ft. 6 in. and 13 ft. 6 in.—are available and the maximum gross vehicle weight is 15 tons. Standard tyre equipment is 9.00-20, 10-ply, and optional extras include single or dual heaters, flashing direction indicators and a twin passenger seat.

White Paper Talks

LEADERS of the T.U.C. and of unions with members in the transport industry are to seek another meeting with Mr. Ernest Marples, the Minister of Transport, on the Government's plans for transport.

A report on their earlier meeting with the Minister was given at a meeting of the T.U.C.'s nationalized industries committee last week. At a further meeting they hope to get detailed replies to their representations.

CITY CLEARWAYS

Big London Protest Meeting

AT a protest meeting on Monday evening organized by the Kensington Chamber of Commerce, Mr. R. E. G. Brown, the London and Home Counties divisional secretary of the T.R.T.A., said that the proposal to designate the Knightsbridge-Cromwell Road as a clearway was of vital interest to all hauliers operating in London.

It was not a question, he said, of whether the proposals were right or wrong, and it was not entirely a question of whether the effect on trade would be harmful or otherwise; it was an experiment the Minister of Transport was trying out in the city and it indicated the picture for the future. His organization, he said, "violently opposed a loading ban of such strength."

The clearway, which would probably be established by mid-summer this year, prohibits between 8 a.m. and 10 a.m. and 4.30 p.m. and 6.30 p.m. the stopping of all vehicles except buses anywhere along Brompton Road-Cromwell Road, A4, between Knightsbridge and Chiswick flyover.

Loading and unloading bans will apply to all deliveries of goods, and will only be relaxed at certain hours according to a schedule drawn up by the Ministry, or if 24 hours' prior notice were given and the consent of the police obtained by the operator concerned.

Mr. Brown said that the effects of the ban would be to cut down the time avail-

able for collection and delivery work, and that the T.R.T.A. were facing the proposals with a good deal of anxiety. He recalled that several years ago a similar ban was proposed for 23 major London streets and that this was bitterly contested by the T.R.T.A. and many other interested parties.

As a result of this challenge an inquiry was called, which lasted for three weeks and produced massive evidence, among other things, of how London gets its food and other goods. He said 60 per cent. of the products were delivered to the shops and hotels by 11 a.m. every morning and it was "a miracle of organization to make this possible."

Mr. Brown said that the proposed ban could mean that the shops would not get their food commodities, or that this "carving out" of two hours of the delivery period might mean that deliveries would have to start at 7 a.m. and not end until midday.

A warning of increased transport costs was given by Mr. R. H. Insoll, secretary of the Road Traffic Committee of the R.H.A., who said that the severe ban might mean increased costs for haulage with a resulting rise in delivery charges. He said that the London peak-hour clearways scheme gave no regard to the needs of loading or unloading and that it constituted a marked departure from the principles set out in 1959 for clearways on trunk roads.



The body of the new B.M.C. pick-up has an interior length of 7 ft. 11 in. and a width of 5 ft. The loading height is 1 ft. 11½ in., and the overall length 13 ft. 3 in.

New B.M.C. Pick-ups

PICK-UP versions of the Austin 10-12-cwt. and Morris J4 vans are announced today by the British Motor Corporation. The new vehicles are priced at £445 in primer finish, compared with £420 for the vehicles in chassis-cab condition. Also announced today are optional versions of the standard vans with side-loading doors. These doors can be incorporated in either side of the van at an extra cost of £12 10s., the side-loading models in primer being priced at £482 10s.

Mechanically, the new pick-ups are

identical to the vans as introduced last September. The all-steel body has a capacity of 75 cu. ft. below the waist line, the ribbed steel floor being 7 ft. 11 in. long and 5 ft. wide. The sides are 2 ft. high, and a canvas tilt can be supplied at extra cost. The bottom-hinged tail-gate is 3 ft. 7 in. wide.

The new pick-up model has an unladen dry weight of 19.4 cwt. and a maximum gross rating of 35.7 cwt. The standard tyres are 5.90-14-in. (six-ply) tubeless, with an option, on export vehicles only, of 6.40-14-in. (six-ply) tubeless equipment.

From Westminster

Closing an H.P. Loophole

BY OUR PARLIAMENTARY CORRESPONDENT

THE House of Commons has given a First Reading to a Bill to ensure that when a vehicle is being bought by hire purchase the fact will be noted on its registration book. Introducing the measure last week, its sponsor, Mr. Fergus Montgomery (Tory, Newcastle East) explained that its object was to close a loophole in the law.

During recent years it had often occurred that a hirer of a vehicle purporting to sell it for cash without disclosing the existence of the hire purchase agreement. The vendor was guilty of a criminal offence, for which he could be imprisoned; but that was little compensation to the purchaser, because he could be sued by the true owner, the hire purchase company, for the return of the vehicle or for the balance outstanding under the h.p. agreement.

Mr. Montgomery pointed out that legally it was no defence for the purchaser to say he bought the vehicle in good faith and without notice of the rights of the true owner.

MILLIONS FOR ROADS

GOVERNMENT grants of well over £150 million on classified road schemes in England and Wales have been

made since 1955. Mr. Ernest Marples, the Minister of Transport, said last week that the total cost of these schemes put forward by highway authorities for the years 1955 to 1960 was about £222 m.

Since then there had been some adjustments to the programme, but so far, added Mr. Marples, he had made grants on schemes costing about 70 per cent. of that total.

HOW TO REMOVE THE FUEL TAX

A TAX of 1½d. on fuel oil for heating would provide enough revenue to remove the whole of the taxation on diesel oil for road passenger transport, said Mr. Harold Wilson in the Commons last week, when Mr. Selwyn Lloyd, the Chancellor of the Exchequer, was once again questioned about his fuel tax policy.

ATOM TRANSPORT

THE Ministry of Transport are now preparing regulations to govern the carrying of radioactive materials. Mr. Denzil Freeth, Parliamentary Secretary for Science, said last week that the rules would be based on draft recommendations which had been prepared by the International Atomic Energy Agency.

The Bus Pay Dispute

From Our Industrial Correspondent

THE Ministry of Labour took a hand last week in the dispute over pay and conditions of 100,000 provincial busmen employed by private undertakings. At the request of the six unions concerned, Mr. Thomas Claro, the Ministry's chief conciliation officer, saw union leaders at the Ministry.

At an hour-long meeting they warned him that unless negotiations could be resumed there was a possibility of strike action by their members. Mr. Claro assured them that he would consider what action to take and would contact them again later.

His most likely move is to get in touch with the employers and ask them to meet him to present their point of view. If there is any hope at all he will then call the two sides together at the Ministry under his chairmanship.

Such a meeting would seem to present the best hope of avoiding another strike. But Mr. Arthur Townsend, national bus secretary of the Transport and General Workers' Union, admitted after last week's meeting that "it might come to official action in the last analysis."

Meanwhile, the parallel claim for 70,000 municipal busmen is still going through the negotiating machinery, although there has been little progress.

Another meeting of the National Joint Industrial Council for the Road Passenger Transport Industry is to be held shortly. The claim may go to arbitration.

DIRECTION INDICATOR REGULATIONS

MINISTRY OF TRANSPORT proposals to amend the Motor Vehicles (Construction and Use) Regulations, as they affect direction indicators—made known on February 19, 1958—have been scrapped. Amended proposals have been circulated. The Ministry asks for comments by April 15.

Because, says the Ministry, of the general trend of European opinion and practice, no justification is seen for the U.K. being too far out of line. A working party of the Economic Commission for Europe is formulating proposals for internationally standardized direction indicator equipment.

Existing regulations, where the new proposals do not supersede them, will form part of the new regulations. It is not proposed at this stage to make the fitting of such equipment compulsory.

T.R.T.A. DINNER DATE

THE fifteenth annual dinner of Traders' Road Transport Association is to be held at Grosvenor House, Park Lane, London, W.1, on Monday, May 1. The reception is at 7 p.m. and dinner at 7.30 p.m.

The annual meeting of the London and Home Counties Division will be held at the Criterion Restaurant, Piccadilly, London, on Wednesday, April 26. It will be preceded by the members' lunch.

Men in the News

MR. L. B. CHAPPELL has been promoted from assistant transport manager to transport and purchase casings manager of Blue Peter Retreads, Ltd.

MR. C. J. PRESTON, a senior sales representative of Joseph Lucas (Export), Ltd., is leaving London on March 6 for a 14-day sales and service visit to Lucas agencies in Tripoli and Benghazi.

MR. DOUGLAS COWLING has been appointed manager of the newly opened branch of Simms Motor Units, Ltd., at 2-4 Cleveland Street, Hull. For the past five years Mr. Cowling has been sales manager of Simms' Sheffield branch.



Mr. John Arthur Croft

MR. W. A. B. GOSS, who for many years has represented Yorkshire operators as an advocate before Licensing Authorities and the Transport Tribunal, has been appointed a County Court Judge on the Leeds circuit.

MR. B. C. L. BARTON has been appointed a member of the Transport Users' Consultative Committee for the East Midland Area until May 31, 1962. He is the transport manager for John Player and Sons, Nottingham.

MR. C. D. MORGAN, secretary of the British Road Federation, is later this year to take up the appointment of secretary to the Institution of Structural Engineers. His successor at B.R.F. has not yet been appointed. Mr. Morgan became secretary of B.R.F. in 1953. Before that he was for six years secretary of the Institute of Road Transport Engineers.

MR. H. JOYCE has been appointed Passenger Trade Group Secretary of the Transport and General Workers' Union for the Lancashire area. Mr. Joyce, who started as a bus conductor on Lancashire United Transport, Ltd., in 1929, served on the General Executive Council of the union from 1954 to 1957 when he was appointed a full-time officer.

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HANDING OVER: Mr. W. P. James (right), retiring chairman of the West Midland Traffic Commissioners, presided over his last traffic court at Birmingham last week, and afterwards posed for our photographer with his successor, Mr. John Else.

MR. W. P. JAMES, who has been chairman of the West Midland Traffic Commissioners for the past nine years, took his place as chairman for the last time at the sitting on February 24. He retired last week to take up an appointment as a member of the Air Transport Licensing Board in London.

At his last sitting many people who had appeared before him paid tributes. Mr. G. Beames, of the B.T.C., said that in his experience he had never known a better Traffic Commissioner. "I would go further and compare you to the late Sir William Chamberlain who was selected by the Ministry of Transport to be the first Traffic Commissioner."

He added: "I have not always agreed with your decisions but they have always been given with the greatest of patience."

A solicitor, Mr. J. Foley Egginton told Mr. James: "I would like to offer you

my personal thanks for your sympathetic understanding of the difficulties confronting solicitors and for your help in smoothing over these difficulties."

The chairman of the Birmingham sub-area of the Road Haulage Association, Mr. J. Neeley, said that the decisions Mr. James had given during his term of office had always been impartial.

At a Press reception on Monday, Mr. James talked of the first important application that came before him when he took up his duties. "It was a fares application by Birmingham Corporation and I had noticed that there were no adverts on their buses and it was my idea that the transport department started carrying adverts on their buses. This now brings in £90,000 a year," he said.

Successor to Mr. James is Birmingham solicitor, Mr. John Else, who takes up his new position in April.

MR. H. C. TREE, joint assistant secretary of the Institute of Transport, has retired after reaching the age limit. He completed more than 35 years' service with the Institute.

MR. JOHN ARTHUR CROFT, deputy chairman and managing director of Crofts Engineers (Holdings), Ltd., Thornbury, Bradford, has been appointed chairman of that company in succession to his father, the late Sir Arthur Croft.

MR. A. E. C. DENT, road motor engineer of the London Midland Region, has retired on reaching the age limit. With a fleet of 16,000 vehicles and 30,000 trailers he was in charge of one of the largest motor fleets in the country. Mr. Dent began his railway career at Swindon in 1911. Between 1944 and 1948 he was a director of Western National Omnibus Co., Ltd., City of Oxford Motor Services, Ltd., and E. G. Holdham, Ltd. (Cattle Hauliers). He has served as a member of the Council of the Public Transport Association and the I.A.E. Research Committee, and also as one of the British Transport Commission representatives on the Council of the Motor Industry Research Association.

MR. A. WEBB, district accountant, Swansea, British Road Services, has been appointed district manager, Gloucester. Mr. Webb joined B.R.S. in 1949.

MR. STUART GORDON has been appointed sales manager of Benhill Motors, Ltd., Vauxhall-Bedford dealers in Sutton, Surrey. He was formerly sales manager of Shaw and Kilburn, Ltd., Luton.

MR. J. A. B. HIBBS has been appointed traffic survey officer of the Eastern Region, British Railways. Mr. Hibbs was joint managing director, Corona Coaches, Ltd., from 1956-58, and managing director and secretary 1958-59. The same year he became group traffic manager, Mulleys Motorways, Ltd., and associated companies—a position he held until 1960.

Obituary

WE regret to record the death on February 19 of MR. FREDERICK CHARLES WILLIAMS. He joined Martin Walter, Ltd., Folkestone, in 1930 and from 1953 he was manager of the Vauxhall and Bedford parts division. Mr. Williams was 49.

Resume Denationalization, say N.W. Hauliers

THE existence of British Road Services constituted an appalling danger to the continuance of free enterprise transport should a Socialist government regain power, says a Road Haulage Association North Western (eastern) area committee charged with the task of reporting on local opinion. Hauliers in the area are said to be almost unanimously in support of the reintroduction of denationalization. The apparent stability of the present Conservative Government and the fact that the British Transport Commission was about to be reorganized means, says a committee statement, that the time is opportune to complete the disposals which were suspended in 1956.

The committee believe that trade and industry feel that the return of haulage to free enterprise would be wholly beneficial to the national interest. Industry would gain by a better and possibly cheaper service. The Exchequer would benefit by not having to foot the bill for the losses of nationalized road transport and by not having to provide cheap finance out of the national funds. The Exchequer would also gain from the tax which would develop out of the profit made by the independent hauliers.

The returns in assets of British Road Services over the past eight years had been almost negligible, it is said, and had interest rates been at a commercial level such returns would have been nil.

MERCHANDISE CASE "NOT SINISTER"

"I DO not share the view that there are necessarily any sinister implications involved in the Transport Tribunal's decision in the Merchandise Transport case." This was stated by Mr. S. C. Bond, president of the Traders' Road Transport Association, at the annual dinner at Bristol on Tuesday of the Western Division.

On the other hand, Mr. T. D. Corpe, the Bristol solicitor, said he considered it was an unfortunate decision that now allowed a C licence operator to carry return loads. If it proved that many ancillary users wished to do this the existing good relations between them and hauliers would be disrupted.

Primrose to Fit Albion Bogie

IT is announced by Primrose Group Sales, Whalley, Lancs, that negotiations have been successfully completed with Albion Motors, Ltd., whereby Primrose will henceforth offer the Albion Reiver bogie for fitting as a conversion to all suitable four-wheeled chassis.

The Reiver bogie is available as a single- or double-drive unit, and in the latter case individual drives pass to each axle through a transfer box incorporating a lockable third differential. The bogie suspension consists of four semi-elliptic springs with "non-reactive" linkage, a layout which prevents axle hop when braking or accelerating harshly.

COAL RATES UNDER SCRUTINY

TIPPER operators in the Northern area are concerned about inadequate rates for the carriage of coal. At a meeting held by the Road Haulage Association's Northern area last Friday, it was decided to appoint a committee to analyse prevailing rates and to seek agreement on fares schedules from large users, including the National Coal Board.

Mr. R. Durham is chairman of the committee and Mr. A. Glendinning vice-chairman.

MANCHESTER TO PAY MORE?

BECAUSE of what is officially described as "a severe shortage" of platform staff, Manchester City Council is to be asked to consider extra payments, said to amount to between 17s. and £1 a week, for its employees in the corporation transport department. The extra payments would be coupled to a relaxation of "no standing" rules in non-peak times.

Thornycrofts Leave T.E.T. Board

THE name Thornycroft has gone from the board of directors of Transport Equipment (Thornycroft), Ltd. Associated Commercial Vehicles, Ltd., announced yesterday that following the acquisition of the whole of the T.E.T. share capital, Mr. John Thornycroft, C.B.E., Mr. G. E. T. Eyston, O.B.E., M.C., Mr. Roger Thornycroft, D.S.C., and Mr. I. Donaldson have resigned from the board of T.E.T.

Mr. R. J. Newman, C.B.E., J.P., will continue as managing director, and Sir William Black, managing director of Associated Commercial Vehicles, Ltd., and chairman of A.E.C., Ltd., has been appointed chairman of the company.

Mr. J. O. Bowley, director and general manager, and Mr. J. D. Slater, commercial director of A.E.C., Ltd., have been appointed directors of the company. Mr. I. Donaldson will continue as secretary.

Mr. John Thornycroft has resigned as chairman of Thornycroft (Australia) Pty., Ltd., and Mr. Roger Thornycroft has resigned as a director of Thornycroft (South Africa) Pty., Ltd. Mr. J. D. Slater will be appointed a director of both companies.

LONDON BUS STRIKE CALLED OFF AT ELEVENTH HOUR

From Our Industrial Correspondent

LONDON'S bus services were saved at the eleventh hour this week from disruption by an unofficial strike of some busmen. The trouble arose over the vexed question of adjusting running schedules more realistically to the staff available.

Last Sunday, three days before the new schedules were to come into force, a mass meeting of men at West Ham garage decided to strike from midnight on Tuesday over the new schedules.

But after Union officials obtained from London Transport an undertaking of more equal distribution of cuts among the services and a guarantee that the cut services would be restored as soon as more staff became available, the strike was called off and the new schedules were started.

RATES MAY HARDEN

THE possibility that rates increases may affect some traders using long distance haulage services was admitted by Mr. Alexander Scott, chairman of the R.H.A. Long Distance Group, at the launching in London on Tuesday of the Group's new long distance rates guide.

Questioned about a possible upward tendency of rates as a result of the guide, Mr. Scott said it could well affect traders who have been taking unfair advantage of hauliers by employing concerns offering uneconomic rates. He emphasized, however, that the object of the new guide was primarily to provide R.H.A. members with a guide to a fair basis of charging for other than regular or specialized traffic. There was no thought of a general increase in rates.

Forthcoming Events

March 5-14.—Leipzig Spring Fair.
March 7.—Motor and Cycle Trades Benevolent Fund. Annual General Meeting. Connaught Rooms, London.
March 13.—R.H.A. Met. and South Eastern Area Banquet and Ball. Grosvenor House, Park Lane.
March 13.—Institute of Transport, London: "Mass Transportation," by L. C. Hawkins, L.T.E.
March 16-26.—Geneva Motor Show.
March 24.—Institute of Transport Annual Dinner. Dorchester Hotel.
April 8.—National Coach Rally, Wigan to Blackpool.
April 18-21.—Scottish R.P.T.A. Conference, Turnberry, Ayrshire.
April 22-23.—British Coach Rally, Brighton.
April 26.—T.R.T.A. London and Home Counties annual meeting. Criterion Restaurant, Piccadilly.
May 1.—T.R.T.A. Annual Dinner. Grosvenor House, Park Lane.
May 11-17.—International Union of Public Transport Congress, Copenhagen.
May 16-18.—Public Transport Association Annual Conference, Eastbourne.
May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference. Turnberry, Ayrshire.

May 29-June 7 (provisional).—Institute of Transport visit to Belgium.
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.
June 15-24.—Construction Equipment Exhibition, Crystal Palace, London. S.E.19.
September 17.—Lorry Driver of the Year Contest. National Final. Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-20.—Earls Court Motor Show.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner. Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition. Central Hall, Westminster.
May 29-June 1.—Institute of Transport Congress. Cardiff.

The "Military Pickle" on Salisbury Plain

THE term "military pickle" might well describe a situation which arose on Salisbury Plain when Blue and Ivory Coaches, Ltd., Swindon, asked to provide an immediate service for military personnel travelling between Swindon and Shrivenham, were told a few days later that as a rival operator had tendered a lower price the instruction must be revoked.

The Western Traffic Commissioners were asked to decide the case at Bristol last week, and counsel for the objectors, Bristol Omnibus Co., Ltd., said they would require the wisdom of Solomon.

Mr. Goodeve-Docker, for Blue and Ivory, said the military authorities telephoned his clients asking them to provide an assisted service forthwith. At the time a dispensation was granted and the service started on November 6. Three days later they were sent a form of tender, and when this was returned they were told by the military that their tender had not been accepted. As a matter of fact, said Mr. Goodeve-Docker, a Mr. Drew had the tender.

Mr. Drew, of Highworth, Wilts, disputed Blue and Ivory's right to the contract, but Mr. Goodeve-Docker contended that his clients had the contract and they were in fact already running a service between Penhill Camp and the Military College of Science at Shrivenham.

A spokesman for Blue and Ivory said after their tender had been accepted in writing they were asked to suggest a time-table for the service. They did so, and after obtaining a dispensation they applied for a variation of their licence.

Tender Fails

Shortly after that they received a tender form and later they were informed that their tender had not been accepted but that Mr. Drew's tender had been accepted. They wrote to the military authorities about the matter but received no reply. Witness admitted he knew Mr. Drew's tender was 1s. 6d. a day cheaper than their own.

Mr. Drew said that had he known Blue and Ivory were running a service over the route he would have been willing to come to some agreement with them (about fares). "There is too much undercutting in the industry today," he added.

Mr. T. D. Corpe, who appeared for the Bristol Omnibus Co., said the case called for a Solomon, but as the Commissioners could not divide the baby, it must, he submitted, be destroyed: neither party should have it.

Mr. S. W. Nelson, chairman, said the case presented some difficulty. Bristol Omnibus Co. already served the route and Blue and Ivory had not got the tender. In the view of the Commissioners B.O.C. should have been asked to tender, but that was the business of the military authorities.

"It is our duty," said the chairman, "to give B.O.C. an opportunity to put in an application for the service." There was nothing to choose between the three parties. This was an instance of where the award must not necessarily go to the

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holder of the tender; but they could not grant either the application of Blue and Ivory or Mr. Drew.

"We shall continue for a month the Blue and Ivory service, and meantime Mr. Corpe must take the initiative and tell the military the Commissioners are not prepared to grant a licence in the present circumstances." A final decision would be postponed for a month pending further action by the military.



After more than 25 years' service and covering more than a million miles for Sadlers (Chichester), Ltd., the A.E.C. Mammoth Major Mk. II eight-wheeler on the left has been sold to a local farmer and replaced with this Mammoth Major Mk. V model, fitted with a Park Royal Cab and Telehoist Sack Loader equipment.

Orders and Deliveries

BARTON RE-EQUIP: Barton Transport, Ltd., Chilwell, Notts, have ordered three more A.E.C. Mercury tractive units to further the re-equipping of their recently acquired haulage fleet.

SALFORD TAKES ATLANTEANS: Salford City Transport, which at present operates 65 Leyland Titan double-deckers, has ordered two Atlanteans with M.C.W. highbridge bodies.

SCOUT CALL: Scout Motor Services, Ltd., Preston, have ordered three Leyland-M.C.W. Atlantean 78-seaters and three Leopard coaches with Duple 38-seat bodies incorporating toilet accommodation. The coaches will be engaged on express services to London.

MERCURY ORDER FROM WILTS: S.C.C. Transport, Devizes, have ordered seven A.E.C. Mercury tractive units. Six of these will work with flat-platform semi-trailers, and the seventh will haul a bulk grain-and-seed container.

VICTORY POPULARITY: Orders for Guy Victory single-deck passenger chassis have been received from Australia, Belgium, Holland, Hong Kong, Norway, Portugal and West Africa. Air-sprung versions are already operating in Western Australia and Norway: the West Australian Government Railways have three, and have recently ordered another three, whilst the two at present in service in Norway are shortly to be supplemented by a further two.

Time Clocks for a Haulage Concern

A LEICESTER haulage concern, A. Fletcher and Co., of Ibstock, are to place time clocks in the cabs of their lorries as "the only way to stop abuse of the log sheets."

At Market Bosworth Magistrates' Court a driver employed by the firm was fined in connection with charges arising out of exceeding the permitted number of driving hours.

For Fletcher's, Mr. C. J. Grey said: "Now and again one of them manages to land this firm in trouble and, slowly but surely, they are building up a reputation on the conviction sheet. My clients are known as a firm who try their utmost to carry out the regulations."

KIRKDALE HEAVIES: The Kirkdale Haulage Co., Ltd., Liverpool have ordered a Leyland Beaver and four Octopuses, all from the new Power-Plus range.

RUMANIAN REPEATS: Further orders for vehicles and spares have been placed with Leyland Motors, Ltd., by Techno-import, Bucharest. The latest order is for Super Hippo models, and brings the total value of contracts obtained this year from Rumania by Leyland to over £230,000.

DERBYSHIRE A.E.C.s: Kays (Derby), Ltd., A.E.C. authorized dealers, received orders for 19 chassis a fortnight ago. The orders include one from William Short, Ltd., Newthorpe, for two Mandator and two Mercury tractive units; one from H. Burn, Ltd., Derby, for a Mammoth Major eight-wheeler, and one from F. B. Atkins, Ltd., Findern, for three Mercury chassis.

HONG KONG WULFRUNIANS: Two Guy Wulfrunian double-decker bus chassis have been ordered by the China Motor Bus Co., Hong Kong. Wulfrunians ordered by British operators include 50 for the West Riding Automobile Co., two for B.E.T., two for Wolverhampton Corporation Transport and three for Lancashire United Transport: two of these latter will have entrances behind the front wheels.

Bulk Grain Delivery Not Catching on Very Fast

BULK delivery of grain and feeding-stuffs is not catching on very quickly in this country. This is the finding of a survey carried out by the National Association of Corn and Agricultural Merchants, published last week. It was stated to have developed "disappointingly slowly."

The survey covered handling trends, types of vehicles and equipment in use, and difficulties that have been experienced. It was based on replies from leading agricultural merchants in England and Scotland.

Only in East Anglia and Essex was there a marked trend to increased use of bulk vehicles, stated the report. The average increase in bulk handling of grain since 1958 was 50 per cent., although in some cases the increase was as high as 200 per cent. In many other areas, however, the average increase was 10 per cent. or less. It had frequently been less than was anticipated.

Delivery of feedingstuffs in bulk was developing even slower than was grain traffic.

Maltsters Refuse Bulk Grain

Wheat was generally the main crop moved in bulk, largely because the maltsters had, on the whole, refused to accept bulk grain. The average figures, the report pointed out, masked considerable differences between individual merchants.

Specially constructed bulk carriers were generally used, supplemented by standard lorries adapted for bulk work or carrying removable containers. There was a considerable amount of hiring from hauliers.

The main snag at farms was still slow loading. Cases of three to four hours for the loading of a 10-ton grain carrier were cited. Another farm trouble was access to the farm and the grain-storage bins.

Damp grain created some problems, but was not a major factor.

It was evident that merchants who blazed the trail in bulk handling had

found it economic, said the report. They were now handling a substantial proportion of their tonnage in this way. One merchant reported that 9-ton loads were good, economically, up to a radius of 35 miles even without backloads.

Only a small proportion of merchants reported delivering feed in bulk. The trade was carried out mainly by national bodies. The tendency, where work was done in bulk, was away from specialized vehicles and towards a dual-purpose flat.



The Bonallack aluminium-alloy tank mounted on this Leyland Octopus chassis weighs only 1 ton 15½ cwt. The seven-compartment tank can carry up to 4,000 gal. The vehicle has been placed in service with the Regent Oil Co., Ltd.

Micrograms

Radio-telephone equipment is to be installed by Northampton Highways Dept. in a further six vehicles at a cost of £1,000.

Land-Rovers have earned more than £100m. in exports alone, it is revealed in Rover News. Since 1948, more than 212,000 have been sold to customers in 150 overseas countries.

Four steam-powered Sentinels have been sold by the United Africa Co., Ltd., in part-exchange for four Bedford TK models and a Bedford light van. The Bedfords were supplied by Garlick, Burrell and Edwards, Ltd., who sold one of the Sentinels to U.A.C. in 1924.

Ambulance drivers in Birmingham are to receive a 10s. 6d. a week wage increase back-dated to December 5.

Next-day delivery in Northern Ireland of goods collected in the Manchester area is promised of a special air freight container service which B.R.S. (Parcels), Ltd., are to introduce between Manchester and Belfast on March 6.

Health Check: The Road Transport Committee of Newcastle upon Tyne City Council is to ask the Minister of Transport to introduce legislation making it compulsory for all bus drivers to have an annual medical examination.

Record? A new bus-pulling record was claimed by 36 students of Nottingham Technical College after they had pulled a 5-ton single-deck bus 50 miles from Doncaster to Nottingham in 28 hours. They made the journey as a publicity stunt.

First-aid: The Ministry of Labour have published a leaflet setting out the provisions of the First-aid (Standard of Training) Order, 1960. Information is given about courses of first-aid training generally available, and the types of certificates issued by the training organizations.

Veteran Remembered: A replica of the first motor coach used by the late Mr. T. H. Barton, of Nottingham, was on show at the Castle Hill car park, Stamford, recently, to mark the takeover of Cream Bus Services by Barton Enterprises. The coach was a 1908 Durham-Churchill 28-seater which operated on the Long Eaton-Nottingham route.

Diesel Fumes: T.R.T.A. Counterblast

A COUNTERBLAST to the adverse publicity that is being given to diesel exhaust fumes is planned by Traders' Road Transport Association.

Mr. H. R. Featherstone, the national secretary, says: "There is a distinct danger that a false impression will be built up in the public mind and that they will fail to realize that the vast majority of vehicles are blameless in this respect."

"It is all the more important, therefore, that the few who are not blameless shall take action immediately to prevent road transport from getting a bad name."

Member-firms who have not a regular system of inspection and maintenance are

being urged to institute one immediately on the grounds that in several cases the fault lies in inadequate maintenance. The T.R.T.A. National Council have discussed the situation and various possibilities are under consideration.

TALK ON LICENSING

THE next meeting of the Devon and Cornwall centre of the Institute of Traffic Administration will be held at the South Western Gas Board Demonstration Theatre, Plymouth, on March 29, when Mr. W. E. Foster, secretary of the Devon and Cornwall area of the R.H.A., will give a talk on goods vehicle licensing.

Follow Us, Say Tippers Pool

MR. G. C. GOODIER, chairman of North Western Tippers, Ltd., the newly formed pool of tipping vehicle operators belonging to the North Western (eastern) area of the Road Haulage Association, says the members of the pool hope their example will be followed by hauliers in other parts of the country whenever some comparatively large project is in hand.

"We feel sure," he says, "that the contractors, like us, have been alarmed and troubled at the extent to which operators with little or no experience, and for the most part with no licence to operate, have flagrantly disregarded all the regulations introduced in the interests of road safety, and have apparently been concerned only to make as much money as possible before their vehicles fall to pieces."

POPULAR BODIES

IN addition to an order from A.E.C. (Sales), Ltd., for 24 Marshall-Mulliner 33-seat metal-framed bus bodies on A.E.C. Ranger chassis, a further 63 such bodies have been ordered from Marshall Motor Bodies, Ltd. They are mostly for the export market, and will be based on Bedford, Guy, Atkinson, Leyland, Albion, Bristol, Austin, Morris and Chrysler chassis.

A pick-up version of the Thames 15-cwt. model has been introduced by the Ford Motor Co., Ltd. The all-steel welded and riveted body is double-skinned and has a resin-bonded plywood floor. The body interior length is 7ft. 10½ in., the interior width being 4ft. 10½ in. The pick-up costs £487 in primer finish.



Absentees Warned by Mr. W. F. Quin

FAILURE of applicants to appear in support of their claims was criticized strongly by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, when all three applicants on the list failed to appear or to be represented before the Authority.

Apologizing to the many objectors and their agents who turned out for the hearing, Mr. Quin said that this was an old complaint. There were people who put the court, its staff and others in the industry to a great deal of trouble and who then simply failed to turn up at court.

R16

Sir Henry Spurrier Denies Foden Take-over Bid

THE board of Leyland Motors, Ltd., have no ambition to take over Fodens, Ltd. That statement was made by Sir Henry Spurrier last week. He admitted that Leyland had recently bought a block of Fodens' shares, but said it was a private deal with a branch of the Foden family.

The proposed take-over by Leylands of Standard-Triumph International, however, was given the all-clear at the Leyland annual meeting. All resolutions put forward were fully carried without either abstentions or dissensions.

Sir Henry said that even if Standards were not taken over, Leyland would have to build-up a similar organization in the long run. Leyland were looking for productive capacity and yet did not want to diversify their activities too much.

Their object was to develop export markets still further, especially in the young countries. Exports were now accounting for 60 to 65 per cent. of the company's output, but Sir Henry hoped that this would be raised to 75 per cent. within the next few years. By increasing production the company hoped to give customers even better value for money.

"One of the company's objectives," said Sir Henry, "would be to continue to step up the training of technical staff to run the company's expanding organization and to man outlying branches in other countries."

Sir Henry stated that the offers to Standard would remain open for acceptance for approximately a month. If the response from Standard shareholders was favourable steps would then be taken to make the take-over effective.

In answer to a stockholder as to whether the racial or political problems in Africa were likely to affect Leyland's interests, Sir Henry said that although the situation might cause a degree of nervousness for some people, the fact was that Leyland sales had not decreased, but had been well maintained. This was in spite of such troubles as well as increased competition in this market from British and foreign manufacturers.

Sir Henry said that the African continent was the company's biggest single market abroad. It was always the subject of close examination by top executives of the company, and he and a co-director were expecting to visit parts of Africa during the next few weeks.

Back-door Entry

SOME hauliers have a tendency to make use of a contract A licence as "a sort of back door into the haulage industry," said Mr. J. A. T. Hanlon, when he refused an application by J. Brown (Thursby), Ltd., Carlisle, to add two vehicles to their B licence, subject to the surrender of a contract A licence. Mr. Hanlon said: "These applications are becoming more and more frequent."

Mr. Brown told the inquiry that he was on a contract at the moment which guaranteed a certain amount of money per month. But he said that he was not getting the full amount, and added: "If I take action about this I may lose my contract for next year."

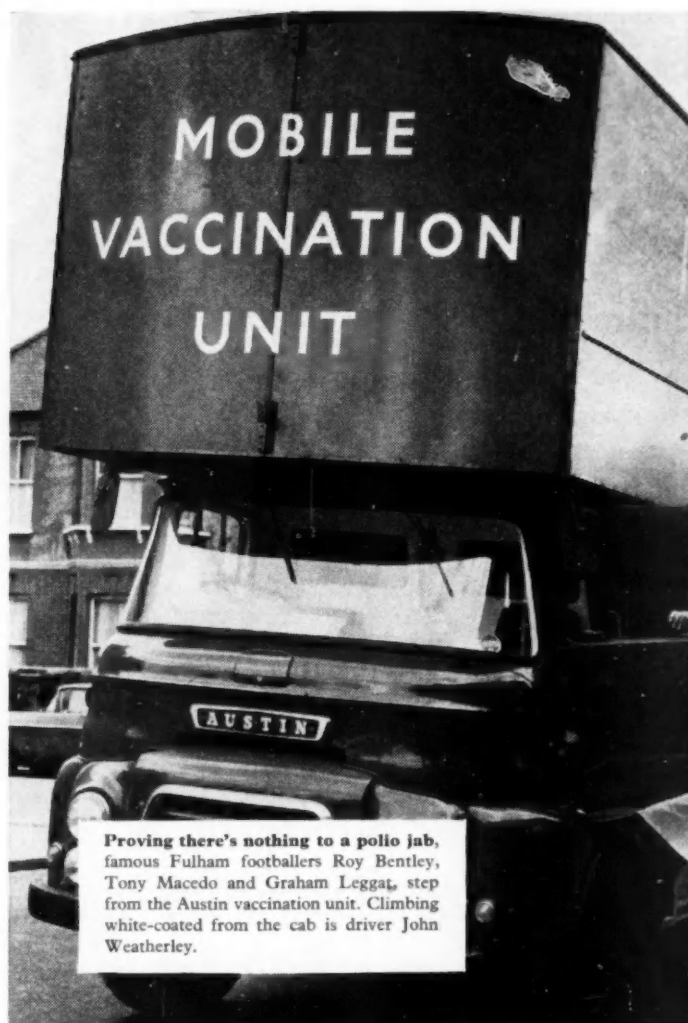
HAULAGE FIRM FAILS

IN the Chancery Division on Monday, Mr. Justice Buckley dismissed by consent a petition for compulsory winding-up of Manchester Haulage, Ltd., whose registered office is at McKiernan House, Oxford Street, Salford, Lancs.

Counsel said that creditors had now agreed for the company to go into voluntary liquidation.

VOLKSWAGENS IN CANADA

DURING 1960 some 45 per cent. of the 6,000-lb. and under gross weight class of commercial vehicles imported into Canada were Volkswagens. Whilst it is expected that this share of the market will be maintained in 1961, a spokesman of Volkswagen (Canada), Ltd., admitted that heavy competition is being experienced from British-built Ford and General Motors' products.



Proving there's nothing to a polio jab, famous Fulham footballers Roy Bentley, Tony Macedo and Graham Leggat, step from the Austin vaccination unit. Climbing white-coated from the cab is driver John Weatherley.



Self-contained unit. Inside the Austin are separate reception, surgery and sterilisation rooms. A 30 gl. tank supplies water to 2 sinks. 6 Calor gas cylinders run the refrigerator (storing a week's vaccine supply), heat the water, give emergency lighting when electricity is unavailable. A loudspeaker system is also installed.

Austin goes fighting fit into polio battle

WITHIN THE NEXT FEW YEARS thousands of people will have been inside this Austin 7 tonner. For the dark blue giant has dates to keep all over Britain; in busy town centres and tiny villages, at railway stations, factories, dance halls and sports grounds. It's a 13 feet high by 23½ feet long mobile vaccination unit, only one of its kind in the world.

Here you see it outside Fulham Football Club ground, and stepping from it are 3 men familiar to practically every Soccer fan and all who cheer for Fulham.

Adults and apathy The Austin's job? To encourage anti-polio injections among the up-to-40's. When lack of response to this campaign had doctors worried, Pfizer, manufacturing chemists of Sandwich, commissioned the mobile unit, fitted it, staffed it with nurse and drivers, and offered it free to all local medical officers. It is booked solid until mid 1962 and in the first 5 months 15,000 people were treated in it.

The unit was commissioned in early summer when polio risk is greatest. It was needed urgently. The Folkestone Motor Co. Ltd. built the body and handed the vehicle over completely fitted within 28 days.

Thumbs up, from the driver Since late June the vehicle has covered thousands of miles, and never been off the road. One week perhaps in Bradford, the next detouring to avoid low bridges in remote Welsh valleys.

Driving it from the start has been John Weatherley, 20 years on London buses. He says, "Both my co-driver and myself say what a beautiful thing this 7 tonner is to drive. For comfort it's equivalent to sitting in a car. It rides very well and we've had no trouble whatsoever with it. From a driver's point of view it's a really wonderful job".

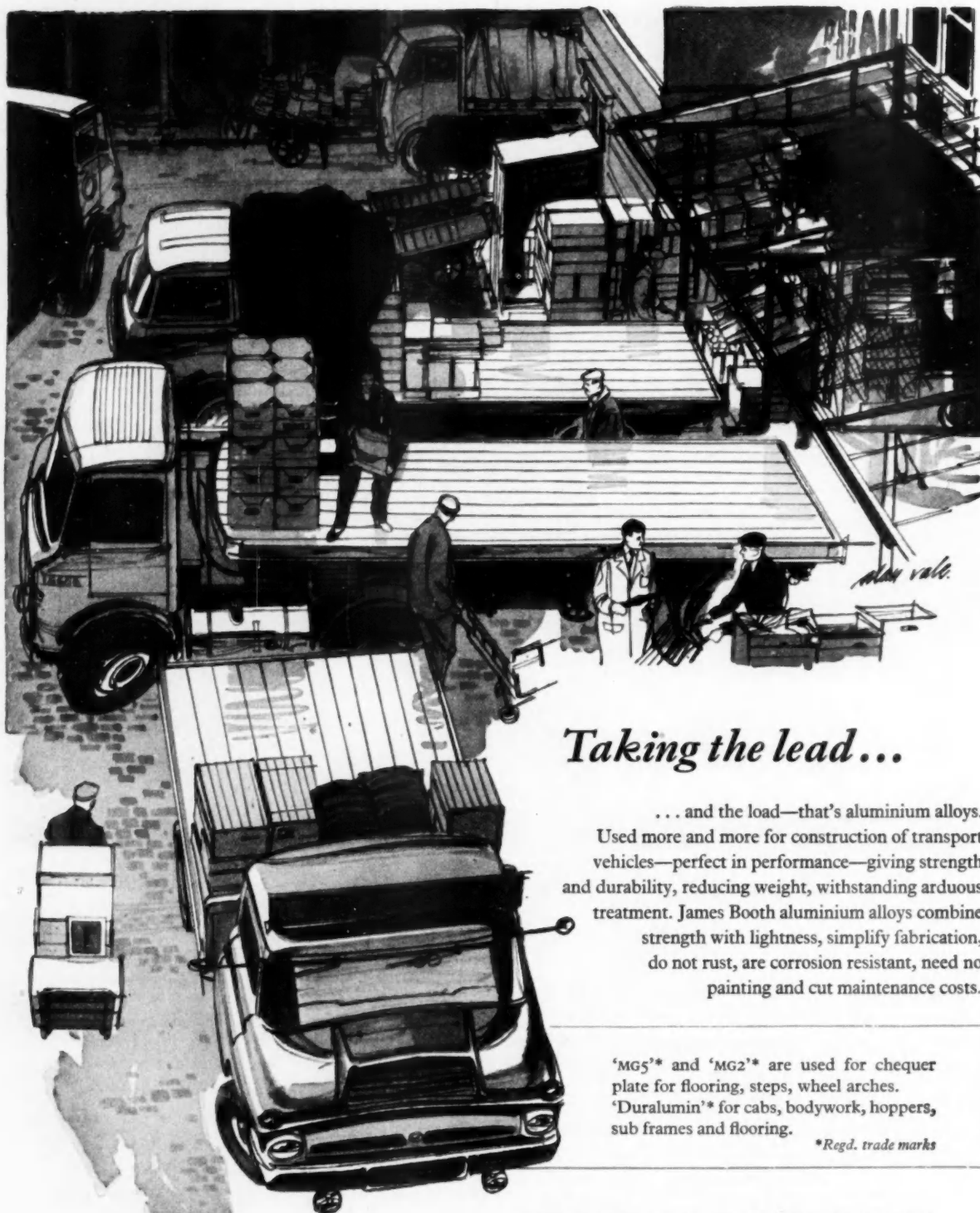
The huge Austin commercial range includes vehicles from ½ ton vans to 7 ton trucks.

All warranted for 12 months and backed by B.M.C. Service.

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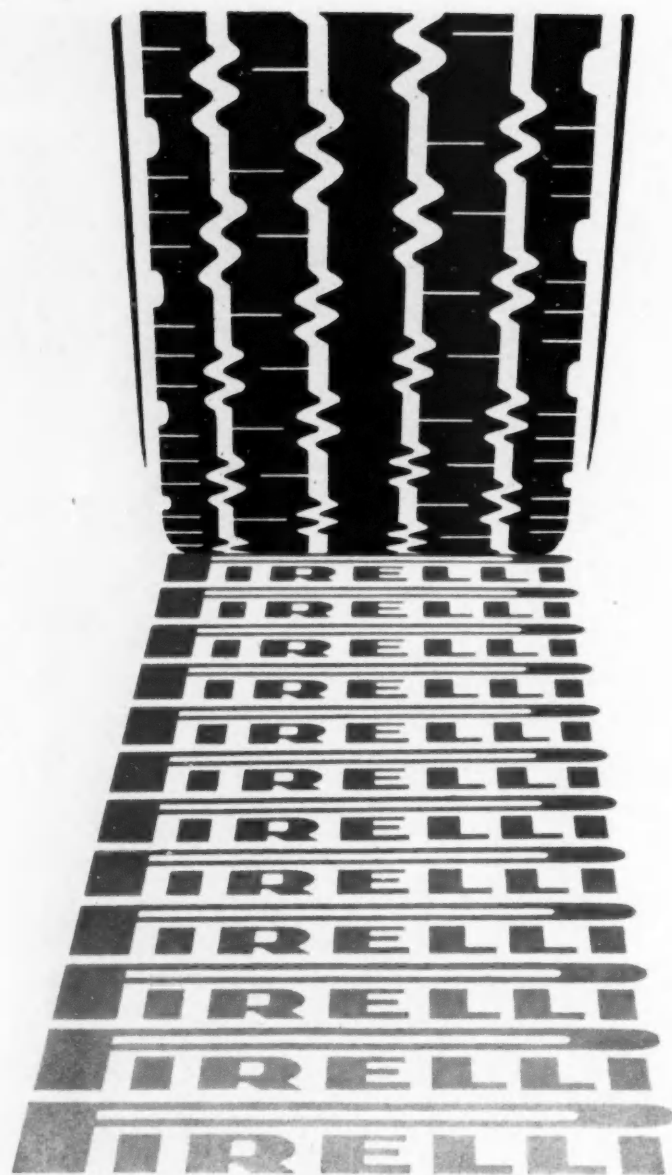


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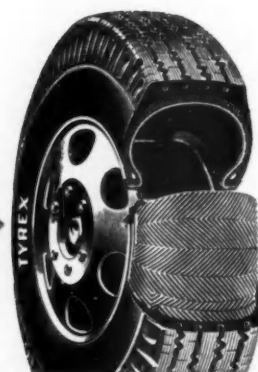
Carriload 377

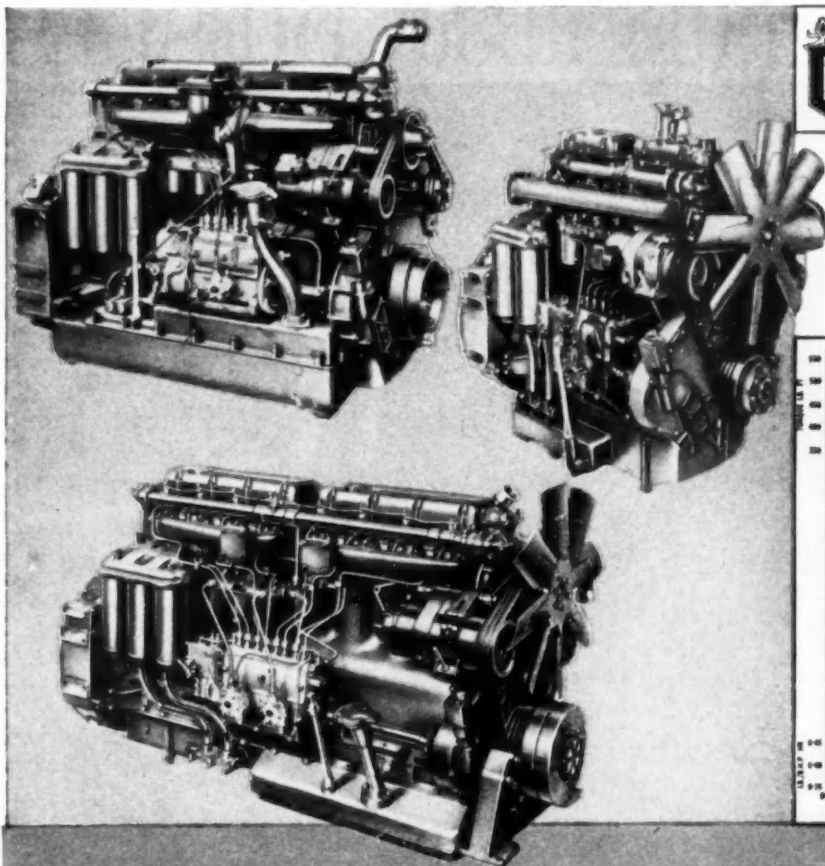
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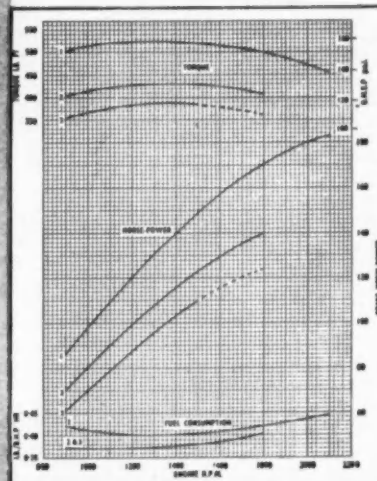
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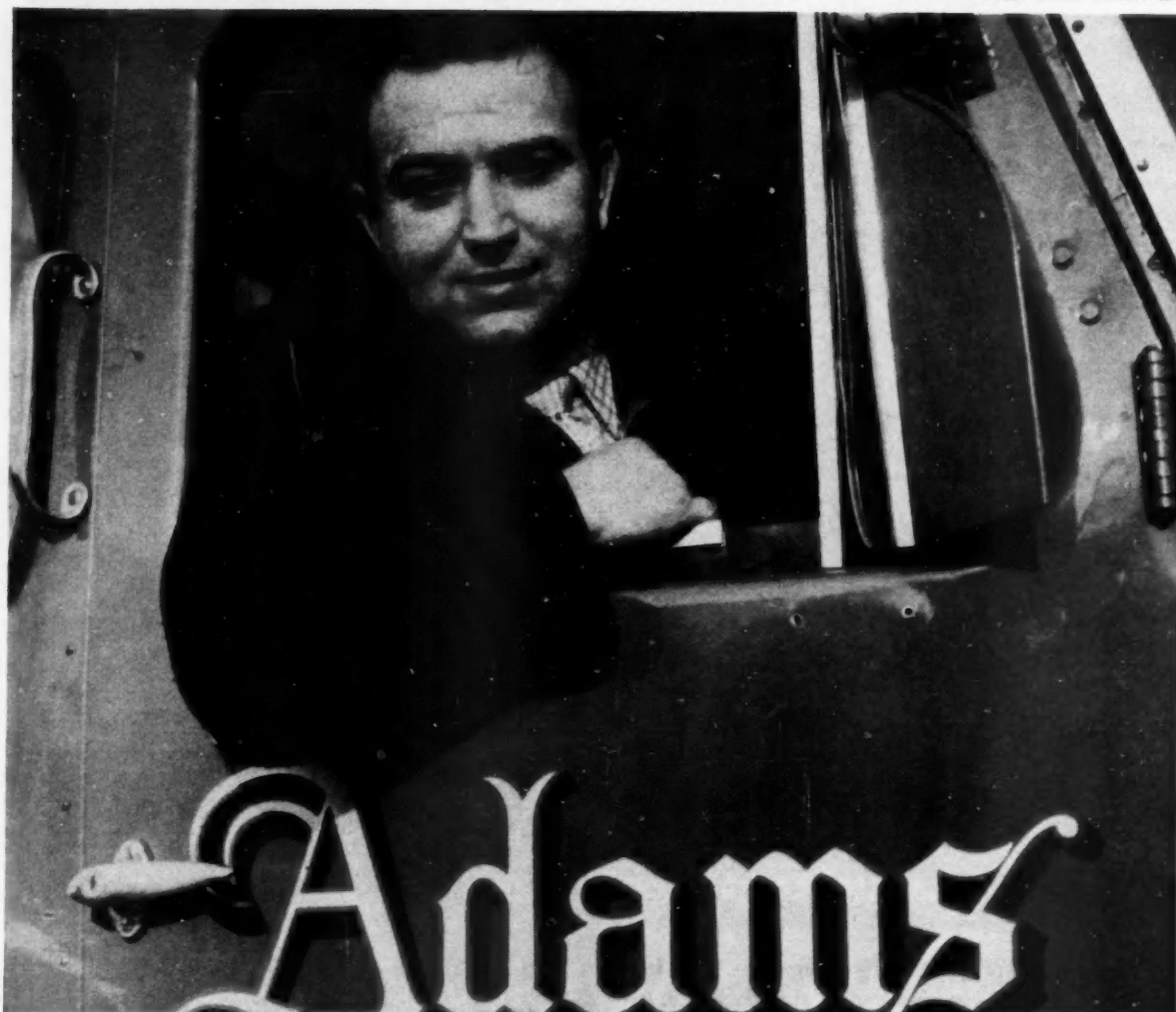
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Eddie Cox talks about DIESELS



"I've driven long-distance for fifteen years... driven most makes in my time, petrol—diesel—some of them good, some just perishing headaches.

Nothing measured up to my idea of a real reliable job until I tried CUMMINS. First time I ever drove one was a real eye-opener! Plenty of power, easy on fuel, and never any trouble.

Nowadays at Adams we prefer CUMMINS."



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Sales Office: 34 St. James's Street, London, S.W.1. Telephone: TRAfalgar 5561

Factory: Shotts, Lanarkshire, Scotland. U.K. Distributors: Cummins Diesel Sales and Service Ltd.

International Sales and Service: Cummins Diesel International Ltd., Nassau, Bahamas

No Replacement For Maintenance

APPLYING at Liverpool last week for an articulated vehicle on B licence to be used solely for maintenance purposes, Johnson, Wild and Co., Ltd., Ashton Street, Newton-le-Willows, said that they had not made use of Regulation 14 of the Road Traffic Act for some years because previously they found that by the time the temporary substitution was granted, the vehicle in question had been repaired.

Mr. R. Johnson, managing director, said that the vehicles in their fleet of artics. were not maintained until they showed signs of real distress. All units were repaired throughout the night or at week-ends and this was very unpopular with the staff.

Refusing the grant, Mr. L. Shelton, deputising for the North Western Licensing Authority, said that a replacement vehicle could only be granted when it was proved that Regulation 14 was inadequate.

Beds for "BEN"

IT is announced by The Motor and Cycle Trades Benevolent Fund that with the gift under Covenant of another £5,000, Castrol, Ltd., joins the following firms who, by donating a minimum of £10,000 to the Endowment Fund, have rooms named after them at BEN's Nursing Home at Ealing: Austin Motor Co., Ltd., Dunlop Rubber Co., Ltd., Henlys, Ltd., Joseph Lucas, Ltd., Nuffield Organization, Rolls-Royce, Ltd., United Dominions Trust, Ltd., Colmore Depot, Ltd., Birmingham, A. and D. Fraser, Ltd., Glasgow, London Vauxhall Distributors, Nuffield Distributors, Pressed Steel Co., Ltd., Solex, Ltd.

Mr. R. M. Papelian has sent the Fund £2,500 to endow a bed.

"Retrograde Step" to Scrap Licensing System

ADDRESSING a meeting of the Industrial Transport Association on "Aspects of Transport Law," Mr. T. H. Campbell Wardlaw repeatedly referred to the article "Is Goods Licensing Out of Date?" by Mr. Ralph Cropper, which appeared in the February 17 issue of *The Commercial Motor*.

Although agreeing that the article gave sound reasons for scrapping the licensing system in conjunction with the reorganization of the railways, Mr. Campbell Wardlaw said it would be a retrograde step and would lead to chaos and a rate war within the road haulage industry. Much damage would be done whilst the fittest were surviving, and every hostility could be expected to any such proposal from organized haulage.

In replying to a related question as to whether it would benefit the industry if the railways decided to cease opposing applications for licences in the traffic courts on the grounds of inadequate

return, Mr. Campbell Wardlaw emphasized that such a contention was a common error. It was the Licensing Authority who ultimately determined applications and theoretically he should conduct precisely the same hearing whether or not any objections were made.

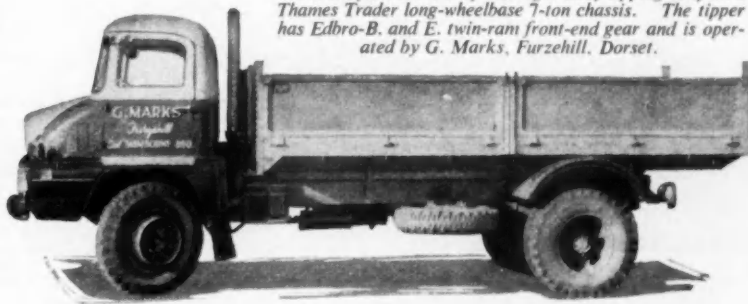
Mr. Campbell Wardlaw had earlier summarized the major licensing trends of the past year, including the switch from contract A to open A licences and the Merchandise Transport case.

£10,000 LOSS

THE operation of local bus services in Thornton Cleveleys cost Ribbles Motor Services, Ltd., a loss of £10,000 last year, and would probably cost more in the current financial year, stated the company's general manager in a letter to Thornton Cleveleys general purposes committee.

He was commenting on a decision of Thornton Cleveleys Council not to support an appeal against the fuel tax.

H. E. Bundy (Coachbuilders), Ltd., Wimborne, Dorset, built this 6-cu.-yd. double-drop-side light-alloy tipping body on a Thames Trader long-wheelbase 7-ton chassis. The tipper has Edbro-B. and E. twin-ram front-end gear and is operated by G. Marks, Furzehill, Dorset.



New Transport Companies

Barden Brothers (Haulage), Ltd. Cap. £100. Dir.: R. E. Barden, 112 Chatsworth Road, London, E.5.
Berkeley Haulage Co., Ltd. Cap. £1,000. Dir.: H. R. C. Berkeley and R. F. B. Berkeley, Cotheridge, Castle Hill, Brenchley, Kent. Sec.: H. R. C. Berkeley. Reg. office: 139 High Street, Tonbridge, Kent.

East Norfolk Bulk Transport, Ltd. Cap. £100. Dir.: C. R. Pollitt, Smallburgh Hill, Smallburgh, Norwich, Norfolk. N. D. Woodrow, 31 Grove Walk, Norwich. A. U. Mowle and M. J. Woodrow, Sec.: A. U. Mowle. Reg. office: Ebridge Mills, North Walsham, Norfolk.

G.J.S. Roadways, Ltd. Cap. £2,000. Dir.: G. E. Jones, 410 Walsall Road, Birmingham, 22B. N. A. Jones, 24 Pear Tree Drive, Birmingham, 22A. G. T. Jones and J. T. Paxton, Sec.: N. A. Jones. Reg. office: 84 Colmore Row, Birmingham, 3.

Crawley and Son (Wembley), Ltd. Cap. £100. Dir.: A. R. G. Crawley and Mrs. D. E. Crawley, 2 Ashburnham Avenue, Harrow, Middx. Sec.: D. E. Crawley. Reg. office: 99 Baker Street, London, W.1.

North Devon Carriers, Ltd. Cap. £100. Dir.: T. E. D. Kidd, Auton Dolwells, Miverton, Som. and J. D. A. Goulstone, 11 Church Square, Taunton, Som. Sec.: J. D. A. Goulstone. Reg. office: Hillcommon Garage, Hillcommon, near Taunton.

William Rowlands and Son (Haulage), Ltd. Cap. £5,000. Dir.: T. Rowlands and P. Rowlands, 3 Lower High Street, Conway, J. M. Evans, The Bungalow, Morfa, Conway, and K. Illingsworth, Sec.: J. Hodgkiss. Reg. office: 29 Princes Drive, Colwyn Bay.

T. Wilkinson and Son (Warehousing), Ltd. Cap. £1,000. Dir.: H. V. Vack, Heatherlea Cottage, New Road, Landford, Wilts. and E. V. Vack, Meadow View, Ringwood Road, Netley Marsh, Hants. Sec.: H. V. Vack. Reg. office: 50 The Hundred, Romsey.

A. Burnett and Sons (Transport), Ltd. Cap. £3,000. Dir.: A. W. Burnett, 69 Woodfield Avenue, Farington, Hants. and F. W. Burnett, 118 Francis Avenue, Southsea. Sec.: R. C. Burnett. Reg. office: 17a Castle Road, Southsea.

R.I.P. Transport Co., Ltd. Cap. £500. Dir.: J. Ivory, 32 Laburnum Way, Penarth, G. G. Rozzola, 54 Glenroy Street, Roath, Cardiff, P. Marengi and P. Petrosillo, Sec.: J. Ivory. Reg. office: 61 Plantaganet Street, Cardiff.

Anglo Polish Enterprises, Ltd. Cap. £2,000. Dir.: C. Holdsworth, Heatherstone, Queensgate, Halifax, and E. B. Jeffery, 7 Princes Gate, Halifax, W. B. Wight and E. R. Wasilewski, Sec.: E. B. Jeffery. Reg. office: 70-71 King Street, London, W.6.

R. Savage (Haulage), Ltd. Cap. £2,000. Dir.: R. Savage and E. A. Savage, 19 Thornbridge Drive, Frecheville, Sheffield, 12. Sec.: R. Savage. Reg. office: 19 Thornbridge Drive, Frecheville, Sheffield, 12.

R. E. Nixon, Ltd. Cap. £10,000. Dir.: R. E. Nixon and Mrs. O. J. Nixon, Sunbreak, Barington, Lower Whitley, Warrington. Sec.: R. E. Nixon. Reg. office: Sunbreak, Barington, Lower Whitley.

W. Kempson, Ltd. Cap. £100. Dir.: W. Kempson and L. J. E. Kempson, 34 The Drive, Morden, Surrey. Sec.: L. J. E. Kempson. Reg. office: 34 The Drive, Morden.

Northern Film Transport (Kendal), Ltd. Cap. £12,000. Dir.: Mrs. O. N. Giles and J. I. Giles, "Watermead," Windermere. Sec.: W. J. Blenkinship. Reg. office: Tower Buildings, Oxenholme, nr. Kendal.

William Tomkins (Hauliers), Ltd. Cap. £1,000. Subs.: J. W. Tomkins, Apethorpe, Peterborough, and C. Greenwood, Priestgate, Peterborough. Reg. office: Willbrook Lodge, Apethorpe, nr. Peterborough.

The David Brown Story

FOLLOWING a spate of sensational novels set in Midland and Northern industrial towns, it is a welcome relief to read a factual account of the history of a thriving company in one of these areas. Such has been the aim of Desmond Donnelly in his book "David Brown's," published by Collins, price 21s.

Last year the David Brown organization celebrated its centenary and this book traces the history of the firm from its beginnings in 1860, when Mr. David Brown, grandfather of the present chairman of the David Brown Corporation, started work at 17 on his own account as a pattern maker in Vulcan Street, Huddersfield.

Mr. Donnelly then goes on to describe the subsequent growth of the company and the various gear-cutting processes originated by the concern. Tractors and cars take their place in the David Brown story, and the book provides an interesting picture of how this large and prosperous organization has developed over the years. There are delightful pen portraits of the principal characters.—J.M.

First Details of Blackpool's Incentive Bonus Scheme

DETAILS of the incentive bonus scheme proposed for employees of Blackpool transport department have been disclosed by the chairman of the transport committee, Ald. E. E. Wynne.

The plan is that the first £5,000 of profits would go to the department, and the balance between department and staff. "Say we got £25,000 profit, then there would be £5,000 for the department and the £20,000 would be divided, leaving £10,000 for the employees," Ald. Wynne explained. "On the basis of a staff of 1,000 that would be £10 each for a year."

"The manager would share in the scheme, but only on the same basis as any other member of the department. I can visualize that profits would reach £40,000. To qualify, an employee would have to serve 48 weeks in the year; but there might be special circumstances why an employee fell below 48 weeks and they would be considered."

Ald. Wynne added that the aim was to operate the scheme from the next financial year, 1961-62, which meant, if the scheme were approved, the first bonus would be paid by Christmas next year.

MORE TO SPEND

SUBSISTENCE allowances for transport workers in the flour-milling industry have been increased from 16s. to 18s. a week.



A recent addition to the aircraft maintenance fleet of Cunard Eagle Airways, this Bedford TK was supplied by Petersham Garages, Ltd., and painted in the airline's workshops at London Airport.

Scottish Mobile Ice-cream Maker

THE first mobile ice-cream manufacturing unit to be introduced in Scotland is now at work in the Paisley area. It is operated by G. Porrelli and Co., Underwood Lane, Paisley, who already operate five normal ice-cream mobile shops.

The vehicle was built specially to Porrelli's requirements by Archibald Scott, Ltd., Bellshill, who have specialized in ice-cream vans, but have not previously made a manufacturing unit. The vehicle is based on a Commer 1½-ton chassis, and the timber-framed, aluminium-panelled body has an overall length of 17 ft. 6 in., the width being 6 ft. 6 in.

The manufacturing equipment is carried under the floor in a compartment 4 ft. 6 in. long, 2 ft. 6 in. deep and 2 ft. wide. Housed in this compartment are an Onan 5 CCK 5R 5-kW. generator, with Onan Vacufluo cooling. This unit serves the freezer, the fluorescent roof lighting and ancillary needs. There is also a Sternette 1/3 H:P hermetically sealed unit of the S.3.614 single-phase type which covers the dual-purpose cabinet located at the rear of the vehicle.

Refrigeration work was handled by Automatic Cooling Engineers, Ltd. (incorporating Ace Refrigeration) of Glasgow, and fittings and equipment employed internally include a Taylor twin-head 733 continuous freezer, and a hot-water bath fed from a 10-gal. tank heated by the exhaust of the Onan unit. The equipment's controls are located in a panel adjacent to the driver's seat, so that effective control of the unit can be maintained while on the move.

Porrelli are also having a smaller version of this unit built by the same concern, but this time incorporating a Taylor single-head 731 unit.

Maintenance Men Get More Pay

ONE of the last agreements to be negotiated by Mr. Fred Eastwood, who retires as chief union spokesman on the road haulage wages councils at the end of this month, was announced last week.

It gives wage rises ranging from 6s. 9d. a week to 8s. 10d. to 240,000 men and women covered by the National Joint Industrial Council for the Motor Vehicle Retail and Repairing Trade. These include workers employed in workshops, stores and garage forecourts.

The new agreement gives men petrol pump attendants a minimum for a 42-hour week of £8 6s. 3d. in London and £8 2s. 9d. in the provinces. Women will get £6 14s. 9d. in London and £6 11s. 3d. outside.

For skilled men in the workshops the 42-hour minimum will be £10 3s. in London and £9 19s. 6d. in the provinces. Semi-skilled men will get £9 3s. 9d. in London (£9 0s. 3d. in the provinces) and unskilled men £8 8s. (£8 4s. 6d.).

E2

Municipal Contracts

Ayr Corporation Works Committee are to consider the purchase of a bulldozer for the Surveyor's Department.

Hereford Corporation Health Committee recommend the purchase of a new 8 h.p. Morris van to be painted and built to the Health Department's specification.

Enfield Works Committee recommend the replacement of the following vehicles:—Four Dennis (Paxit) vehicles; two salvage trailers; two side loaders; one Dennis lorry; two Bedford lorries; and two gully/cesspool emptiers.

Morecambe and Heysham Transport Committee have accepted the tender of Leyland Motors, Ltd., for the supply of two "New Look" chassis fitted with Leyland 600 engines, and the tender of Massey Brothers (Pemberton), Ltd., of Wigan, for the supply of two 64-seater double-deck bus bodies.

The Metropolitan Water Board are recommended to authorize the purchase from Ransomes, Sims and Jefferies, Ltd., of 14 tractor dumpers and accessories, to replace existing machines beyond economic repair. It is also proposed to purchase two 30-cwt. self-loading trailers to facilitate the movement of the mechanical filter bed cleaning plant within the works and tenders for these are to be invited from specialist contractors. Total estimated cost of these proposals is £9,600.

Birkenhead Corporation Cleansing Committee have recommended that the original order placed with Shelvoke and Drewry, Ltd., for the supply of two fore and aft tipping vehicles, be amended by the substitution of two of the new type Pakamatic refuse collection vehicles, at an additional cost of £1,983 per vehicle; and it is proposed that three bulk-loading refuse collection vehicles and a gully machine on order from this firm should be fitted with an improved type of chassis at an additional cost of £50 per vehicle.

Chelmsford Water Committee report that provision is to be made in the estimates for 1961-62 for the purchase of a light van at an estimated cost of £350.

Swansea Corporation report the inclusion of a sum of £22,520 in the annual estimates for 1961-62 for the renewal of vehicles in the Cleansing Department, and it is proposed to seek sanction to borrow this sum.

Portsmouth Council Watch and Fire Brigade Committee recommend acceptance of the quotation of Dennis Brothers, Ltd., of Guildford, for the supply of a turntable ladder fire appliance for the sum of £10,800.

Deal Corporation are recommended to accept the tender of East Kent Motors, Ltd., of Deal, amounting to £2,433, for the supply of an Eagle/Bedford combined gully/cesspool emptier vehicle of 800 gallons capacity.

Tynemouth Cleansing and Transport Committee have now accepted a tender of Minorities Garage (Newcastle), Ltd., for the supply of a Karrier Gamecock 12-cu.-yd. refuse collection vehicle at a cost of £1,496.

Exeter Recreation Grounds Committee have recommended the acceptance of a tender of Stewart and Arden, Ltd., of Acton, for the supply and delivery, on a part-exchange basis, of two lorries, for the sum of £2,311.

Hampshire County Council Fire Services Committee have approved the purchase of four new pump water tender vehicles; four Land-Rovers adapted as light fire appliances; two general purpose/personnel carrying vehicles; two staff cars, and two motorcycles, to replace old vehicles during the year 1961-62. Provision has been made in the Estimates submitted to the Finance Committee for expenditure of a sum of £14,400.

Newcastle Route Change Granted — Subject to Review

A DECISION—subject to review after four months—was given last week by the Northern Traffic Commissioners on an application, made in January, by Newcastle Transport Department, to extend and re-route a service from the city centre to Ponteland, Northumberland, so as to operate through Darrass Hall Estate, and to revise the present timetable and amend the faretable consequential upon the proposed changes. The reason for the application was given as the growth of population in the Darrass Hall Estate area, and an increasing pressure from local residents upon the local authority and the Corporation for an extension of the service.

At the public inquiry held at Ponteland, it was stated that the Corporation were prepared to offer to extend the service provided only there was no addition to the losses already being incurred.

In their decision, the Commissioners said that whilst they had some sympathy with the Corporation, they could not agree that such a proposition was the sole basis for deciding the question in issue. The application had to have regard to Section 135 of the Act, in which the provision of unremunerative services was a matter to be considered in relation to the area as a whole.

Mr. J. A. T. Hanlon, the chairman, said that in the past the Corporation had been granted consent to operate outside the city boundary to the Ponteland area, and they were bound to be treated on the same lines as other operators who had highly remunerative services which enabled them to provide for the smaller communities. Furthermore, on applications to increase fares, the Corporation had always been allowed to bring into consideration their losses on unremunerative services.

"On the other hand, the people who live at Ponteland cannot expect to have the beauties and advantages of the country as well as all the amenities of city life, particularly in the form of very frequent bus services at off-peak hours," continued Mr. Hanlon.

The Commissioners were satisfied there was a need for the service to be extended, and that the proposals to reduce frequency were not unreasonable except for one lunchtime journey to provide for schoolchildren returning home to lunch.

Regarding the proposed increases in fares, the Commissioners considered an increase from 4d. to 6d. in respect of one particular stage to be too substantial, and suggested the new fare to be 5d.

T.R.T.A. Area Elections

THE following appointments have been made at area meetings of the Traders' Road Transport Association:—

Coventry

Chairman: Mr. J. Delicate, Courtaulds, Ltd. Vice-Chairmen: Messrs. H. A. Beard, Lockheed Hydraulic Brake Co., Ltd.; F. W. Evans, Humber, Ltd.; J. H. Holbrook, Standard Motor Co., Ltd. Hon. Sec.: Mr. F. Moore, Courtaulds, Ltd.

Wolverhampton

Chairman: Mr. K. H. Widdowson,



A Tirfor T.35 pull-lifting jack is being used in this demonstration of righting an overturned bus. The demonstration was carried out by Huddersfield Corporation Transport Department, who are one of many transport authorities using this equipment. The Tirfor jack is marketed by G. E. Simm (Engineering), Ltd., Sheffield, can be carried easily by one man, and has a pulling capacity of 5 tons.

Glasgow Hope to Show a Profit

ALTHOUGH there has been a decrease in the number of passengers carried there are hopes that Glasgow transport department will show a surplus during the present financial year, instead of an estimated deficit of £40,000.

A £40,000 deficit was estimated largely because of expected competition from the electric trains, but with the temporary withdrawal of these services between Airdrie and Helensburgh the competition has not materialized. The electric trains are expected, however, to have a serious effect on the department's finances.

Commenting on this in his report for last year, Mr. E. R. L. Fitzpayne, general manager of the department, says that there can be little doubt that similar developments (to the Airdrie-Helensburgh service) on the city and suburban lines

must attract many municipal transport passengers.

The number of passengers carried last year was 538,836,758, compared with 551,858,737 in 1959. The total was almost 300,000 less than the figure for the post-war peak year of 1950.

There are at present vacancies for 500 drivers and conductors. Mr. Fitzpayne states that the position is being reached in which there is insufficient work at "off-peak" periods for the crews required at "peak" periods. Substantial recompense is provided for duties with long "spreadover," with an adverse effect on the department's financial position. The unpopularity of these duties is one of the principal factors in the failure to recruit sufficient staff.

BUSES REPLACE TRAMS

PLANS have been made for buses to replace trams on another three routes in Glasgow this year. The remaining three tram routes in the city will be converted to buses by October, 1962.

At present the tram fleet in Glasgow numbers 208 vehicles, but after October this year there will be only 112 trams in service. At the end of the Second World War there were 1,150 trams in Glasgow.

NO EXTRA HALVES

A REQUEST from the University of Leeds Concessions Committee for an extension of half-fare concessions for students on Leeds Corporation buses has been refused by the transport committee.



Mileages Up

Power-assisted Stretcher-loading Gear, Transforming Ambulances Into Dual-purpose Vehicles Accommodating Both Stretcher Cases and Sitting Patients, is a Feature of the Newcastle upon Tyne Ambulance Service

THE trend towards increased mileages to carry fewer patients continues as a feature of the operation of the 53-vehicle fleet of the ambulance service of Newcastle upon Tyne, which is the responsibility of Mr. H. M. Roberts, the Ambulance Officer. It is significant that the service, primarily intended to cater for 270,000 inhabitants over an area of 11 square miles, carried 4,736 patients some 94,000 miles on behalf of other authorities in 1959.

This mileage figure for outside authorities represented an increase of almost 14,000 over the previous year but it serves to emphasize the general decline in the number of cases carried and greater mileage covered. For instance, the 1959 total mileage of 622,730 showed an increase of nearly 22,000 over 1958, with 833 fewer patients carried.

Twenty Ambulances

Some 39 vehicles in the fleet are licensed under the National Health Service Act and of these a total of 20 are ambulances. Nine of them are based on Bedford chassis, a similar number on B.M.C. and two on Daimler limousine D.B. chassis. With the exception of three B.M.C.-based vehicles, which have Wadham bodies, coachwork is by Lomas.

Seven Utilicons, with Lomas bodies on Bedford C.A.Z. chassis, accommodate sitting patients, but provision is made to carry one stretcher in the case of emergency. Six cars, Vauxhall Velox and Morris Oxford de Luxe, are used exclusively for sitting cases, mainly mothers with new babies and patients leaving hospital for convalescence.

Of six passenger vehicles, five seat up to 12 persons and the sixth, a Commer

(Above) The power-assisted stretcher-loading gear as fitted to a number of the Newcastle ambulances.

(Right) One of the nine Bedford ambulances operated in Newcastle leaving the grounds of the infirmary.



5-ton coach, accommodates 32 passengers. The coach has been modified to allow easier access by the 220 backward children which it carries daily. Four converted ambulances are also used for this work. Transport of welfare foods, equipment on loan to invalids, laundry and clinical materials is carried out by two Morris 1-ton P.V. vans.

Two Bedford personnel vans, with Martin Walter bodywork, are engaged

on light work which includes the transport of blood and specimens. They also carry night staff to and from some 25 hospitals in the area.

These vehicles also carry inspection staff of the Public Health Department when they are engaged on testing food and drugs. Together with a further Bedford C.A.Z., used mainly for disinfecting operations, these vehicles are zinc lined to aid cleaning and disinfection.

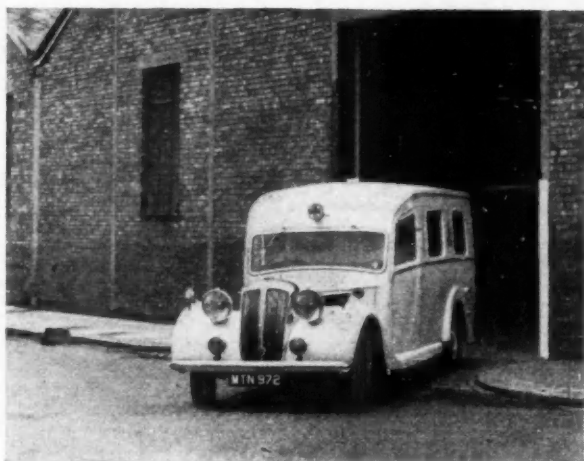


An Austin ambulance at the gates of the Royal Victoria Infirmary.

—Cases Down



(Above) Much of the fleet's work is the conveyance of out-patients. Here a Bedford awaits cases at the skin department of the infirmary.



(Above) One of the seven Bedford Utilicons employed for sitting cases seen in the Haymarket, Newcastle upon Tyne. (Left) One of the two Daimlers in the ambulance fleet leaving the depot.

Six more ambulances which have served their original purpose have been converted into four-berth stretcher-carrying vehicles for Civil Defence training, supplemented recently by two new Thames 15-cwt. vehicles.

Average petrol consumption for the fleet in 1959 was 12.7 m.p.g. and the average journey mileage per city patient was 4.4. More than 150,000 patients were carried approximately 718,000 miles, although if relatives and dependants who accompanied patients were included the figure would be nearer 300,000 passenger journeys.

In addition to the 53 vehicles in the fleet a further 14 are maintained in workshops of the Ambulance Service. These are the property of the Home Office.

Life expectancy of Newcastle ambulances is 10 years and this target is achieved by regular maintenance carried out by a staff of five fitters and one coachbuilder under the direction

of Mr. G. Henderson, the chief engineer. All repairs and maintenance are carried out by this staff who also paint each vehicle every two and a half years.

An inspection is carried out every 2,000 miles and during 1959 some 300 of these checks were made. After 10,000 miles each vehicle is completely stripped down and overhauled. Last year 69 vehicles had complete overhauls. Maintenance, including tyre costs, averages about 2d. a mile.

Stretcher Loading

Some time ago, Mr. Roberts, in co-operation with Mr. Henderson, successfully designed and tested a power-assisted stretcher-loading gear for installation in ambulances. Mr. F. Hardy, of Herbert Lomas, Ltd., was responsible for the transition from design to prototype.

The loading gear consists of a rectangular loading tray which accepts a loaded stretcher from the normal

carrying height. The tray, which swivels through 45 degrees from a protruding position at the base of the couch, is pneumatically operated from platform to couch level by an engine-driven compressor.

Air is stored in a reservoir located under the couch, adjacent to the pneumatic equipment. Its capacity allows the tray to be raised and lowered seven times before recharging, but a maximum of two complete operations is effected before the reservoir is automatically recharged.

The compressor is fitted with a 200-lb. "blow-out" tube, while at the rear end a reducing valve limits pressure on the tray. A nylon tube from the compressor feeds a pressure gauge on the driver's dashboard.

The pneumatic equipment, which was supplied by Lang Pneumatic, Ltd., Wolverhampton, is completed by a two-way cylinder which powers the plate in both directions. This obviates the doubtful procedure of allowing the downward movement to run off the exhaust.

The fitting of power-assisted loading gear transforms the ambulance into a dual-purpose vehicle, which can accommodate either 10 sitting patients or one stretcher case with five sitting.

The power-assisted gear is at the moment fitted to the six B.M.C.-Lomas vehicles and there are a further two vehicles with Wadham coachwork with facilities for the gear. After full experience with the loading gear, Mr. Roberts hopes eventually to convert all his ambulances into dual-purpose vehicles. The principle has wide application potential and Mr. Roberts and Mr. Henderson have completed a prototype for loading wheelchair invalids.



A Leyland articulated unit operated by the Brady concern leaves the Windermere ferry, "Drake." Extensive use is made of articulation.

*Unrelenting Hard Work
Plus Provision of Exactly
the Service Required
Have Put a North-
western Haulier Very
Much on the Road
Transport Map*

Dry Steel Load Led to Round-

WORK, work, and yet more work, is the success recipe of the family haulage concern operating as T. Brady and Sons, at Barrow in the North West Lancashire cul-de-sac formed by the Furness peninsula. Because of the geographical situation they have their own peculiar problems in providing road transport for the industrial needs of the area.

Following the example of their father, Mr. Thomas Brady, the Brady boys have always been gluttons for work, and overalls rather than lounge suits are still the order of the day. The number of customers for outward traffic is restricted, and the flow is all in one direction. Customers include such well-known concerns as Thomas W. Ward, Ltd., ship-breakers, the Barrow Steel Works, and British Cellophane, Ltd.

The Brady approach to haulage is well illustrated by the service provided for the transport of steel baling hoops (12-ft. lengths of steel strip) from Barrow to Liverpool, for export to all parts of the world.

Two years ago this traffic, up to 7,000 tons annually, was being carried by rail. An essential feature of its transportation was the necessity of keeping the hoops dry. In damp conditions they are prone to rust and to become unacceptable, shippers being responsible for replacement.

Brady's were given an odd load to take by road which arrived bone-dry at a time when there were many complaints about rust damage on rail.

After negotiation it was agreed that during rush periods, when 100-500-ton lots are required to catch a particular ship, Brady's would provide a round-the-clock service, capable of completing the job in three-four days at 24 hours' notice, using three tractors and nine articulated trailers with three relays of drivers. At the commencement of a job three articulated trailers are loaded the day before, the first shift leaving at 4 a.m. and arriving at North Langton Dock, Liverpool, 90 miles away, at 8 a.m. Trailers are immediately dropped off in the sheds, where Mr. Brady senior and an assistant take over.

The tractors return solo, arriving in Barrow at approximately mid-day, when the second driving shift takes over. Greasing, oiling and filling up are done by the garage staff during the change-over.

E6



This Leyland tractor and a York stake and rack trailer is one of two units on contract to British Cellophane, Ltd., upon whose premises it is seen here.

During the morning three more trailers have been loaded and returned to the depot by shunt vehicles. The second shift is timed to arrive in Liverpool at 4 p.m., allowing sufficient time for the trailers to be unloaded before the dockers cease work at 5 p.m. On the return journey, empty trailers from the morning shift are brought back to Barrow by 8 p.m., when the night shift continue opera-



A Guy eight-wheeler and a Leyland artic. of the Brady fleet loading paper pulp at Barrow Docks.

servicing of tractors and trailers before the operation begins.

To ease the strain on vehicles there has been a change this year, and four tractors are now in use so that a replacement is available in the event of breakdown.

The carriage of cellophane for British Cellophane, is fresh traffic, obtained since the company opened a new factory in the area about 18 months ago. Brady's handle a large proportion of the present output, which is still far short of full capacity. It includes home traffic to places in all parts of Great Britain (but mainly London, Southampton and Liverpool), and also export traffic.

For the home trade, consisting of cardboard cartons, pallets and loose rolls of cellophane, Brady's have provided two

units with York stake and rack trailers, on contract, to prevent unnecessary handling when there are a number of drops. High detachable, slotted sides and built-up floorboards with a framework over which a tarpaulin roof can be drawn, allow access to any part of the vehicle and avoid the roping and sheeting necessary when flat trailers are used. Up to 14 tons can be accommodated on these trailers.

The present partners are Mr. Brady senior and his wife, Mary Agnes; and their sons, Robert and John James. The business was started by Thomas Brady in 1921, when he borrowed £50 to purchase a horse and cart to carry barrelled beer from railhead to the brewery company's houses in the area. By the 1930s he was operating more than 20 horses on general haulage.

The horses and lorries were mainly on work for Vickers-Armstrongs during the war, and in 1944 Brady's obtained their first motor-vehicle, a 5-ton Bedford tipper under permit, which worked 24 hours a day for Barrow Steel Works.

In 1945 they obtained their first three B licences, for two Dodge tippers and an Austin flat, and moved to Central Garage, Duke Street. These licences were obtained in face of strong opposition, a charabanc load of objectors

the-clock Work

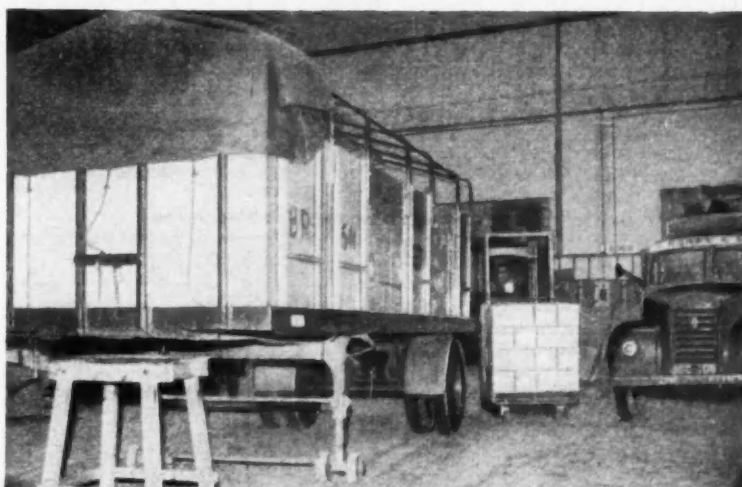


The four Brady partners: left to right, Mr. R. Brady, Mr. J. Brady (standing), Mrs. Mary Brady and Mr. T. Brady.

by G. Duncan Jewell

tions and arrive back in time for the start of the second day's operations at 4 a.m. On the last journey back the remaining trailers are pick-a-backed. This continues until all the required tonnage has been moved.

At 13 tons per trailer, 117 tons of hoops arrive at Liverpool Docks in 24 hours in perfect condition. The essentials in the make-up of this successful operation have been arrangements by the shippers, James Fisher and Sons, Ltd., Barrow, for immediate unloading of trailers at Liverpool, and 24-hour access to the steel works for loading. A third factor is the complete overhaul and



One of the stake and rack trailers during loading by a lift truck at the British Cellophane works. The Thames oiler is also being loaded.

making the journey to Kendal for the hearing before the Licensing Authority. By 1947 they were able to obtain three additional B-licensed vehicles—two Dodges and one Austin—for general work over a radius 25-50 miles.

Even in those early days Brady's were adopting the modern practice of operating vehicles to their full economic capacity. In 1947, Bob Brady, in the process of carrying out a tyre check with normal 34 x 7 in. Dunlops, covered 47,000 miles in five months with a 5-ton Austin long-wheel-base tipper, before replacements were required. The vehicle was operating daily from Barrow to Sellafield, Workington and Whitehaven with oxygen cylinders for British Oxygen, Ltd., starting at 5 a.m. It returned to Barrow and took D.A. gas empties to Walton, Liverpool, returning with full cylinders by midnight, ready for the following day.

In 1950 a Dodge was put on contract with Thomas W. Ward, Ltd., carrying scrap metal to all parts of the country.

Real expansion started with denationalization, and between 1955 and the present day, 10 special A licence vehicles were acquired. During the rail strike in 1955, Barrow Steel Works, which depended on the flow of scrap from the three docks at Barrow by rail wagon, appealed to Brady's for help. They procured three worn-out Dodges and patched them up. Ship scrap at that time was cut into pieces 6 ft. x 2 ft. and slung by crane, six pieces a time, into steel wagons. Brady's contrived to keep a flow of 150 tons a day going for three weeks, despite the use of a 2-ton magnet for unloading, which gradually reduced the vehicles themselves to scrap.

In addition to special A licence purchases, Brady's took over the business of M. A. Martin, Dalton, with two vehicles, in 1957; that of J. Wardley and Sons, Milnthorpe, two eight-wheelers on A licence, in 1959, and they also

acquired an eight-wheeler on special A licence from Lawson and Ellis, Clitheroe, in the same year.

The present fleet stands at eight eight-wheelers and eight articulated units on A licence, two articulated units and a tipper on contract A licence, and two articulated units and four tippers on B licence. There are 19 spare articulated trailers and three draw-bar trailers. The majority of the heavies and articulated units are of Leyland origin and the tippers are Dodge.

B.T.C. Four-in-Line trailers have been tried over the last seven months and have given excellent service. Brady's are impressed by their performance and the effectiveness of the special-trailer brakes, both air and vacuum, acting on the rear wheels. There are now 12 in the fleet, and two a month are on order for the next six months.

Leyland service after sales is also much appreciated. Only a three-year life for articulated units is visualized, but Leyland and Dodge rigid vehicle chassis are regarded as suitable for complete rebuilding.

Thirty drivers, five fitters and an office staff of five are employed and there is no room for slackers or clock-watchers, but payment is in proportion to work done. All drivers' cabs on new vehicles are fitted with heaters, wireless and sun visors.

The growth of the business has rendered the present depot at Duke Street obsolete, and plans are in hand for the construction of premises at the present and at an adjoining site.

Regular trunk services are operated between Barrow and London and there are daily services to South Wales, Southampton and Liverpool. With the growth of their London business amounting to more than 50 per cent. of the whole, Brady's are seeking suitable premises for a depot in the Metropolis.

Export Peak Again

ALTHOUGH the exports of new commercial vehicles reached an all-time high level of 14,929 units last November, this figure was exceeded in the following month when Great Britain exported a total of 15,046 vehicles which represented a value of over £12m. This brought the total for the year to 154,987, valued at £114,130,284, which well exceeds the 1959 total of 128,069 units.

Totals of commercial vehicles sent to leading markets last year, with 1959 figures in parentheses, are as follows: Australia remained as this country's best market, taking 20,437 (14,914) to a value of £12.3m., and South Africa took second

place, having bought 7,602 (8,691) vehicles to a value of £5.5m. Then came Denmark 7,508 (8,721) at £4m.; Finland 4,120 (4,594) at £3.9m.; Ghana 3,515 (3,015) at £3.9m.; New Zealand 7,716 (6,386) at £3.6m.; Nigeria 5,196 (5,003) at £3.6m.

In the first 11 months of last year, British imports of new commercial vehicles were: France 93; U.S.A. 31; Western Germany 2,476; Italy 4; and other countries 45. A total of 2,904 units were imported during 1960 to the value of £1.4m.

Compared with 370,484 vehicles made in 1959, the 1960 figure of 457,972 indicates a much higher demand from the

PRODUCTION—DECEMBER, 1960

Type	Dec	Jan.-Dec.
Goods vehicles, tractors and special types		
Under 15 cwt.	21,440	221,180
15 cwt.-3 tons	8,714	91,067
3-6 tons	6,358	61,784
Over 6 tons	7,185	64,893
Totals	43,697	438,924
Passenger vehicles		
Motorbuses, single-deck . .	1,625	16,826
double-deck . .	183	2,210
Trolleybuses	5	12
Totals	1,813	19,048
Grand Totals	45,510	457,972
Weekly average	9,102	8,807

home market. Last year's production is detailed in tabular form on this page, together with export statistics.

Production in 1959 comprised 353,105 goods vehicles, tractors and special types. Of these 185,029 were of up to 15 cwt. carrying capacity; 68,580 of 15 cwt.-3 tons; 50,589 of 3-6 tons; and 48,907 over 6 tons. In the passenger-vehicle category, the output of double-deck motorbuses rose from 1,990 in 1959 to 2,210 last year, whilst trolleybus production slumped from 69 to 12. The number of single-deckers rose by 1,506 to 16,826, but this figure is loaded with 8-14-seat light buses, many of which are registered as private cars. In fact, only 384 8-14-seaters were newly registered as hackneys in the first 11 months of 1960.

NEW COMMERCIAL VEHICLE EXPORTS—DECEMBER, 1960

Type	December		January - December	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled	13,269	8,778,239	137,959	89,283,615
Motorbuses and trolleybuses, complete and chassis	809	931,456	6,386	10,317,663
Road haulage tractors	46	158,272	609	1,415,309
Other descriptions, complete and chassis	129	437,672	1,174	2,996,976
Dumpers and dump trucks	—	262,784	—	4,071,911
Industrial trucks	—	336,993	—	2,925,507
Trailers	793	291,132	8,859	3,119,303
Totals	15,046	12,096,540	154,987	114,130,284

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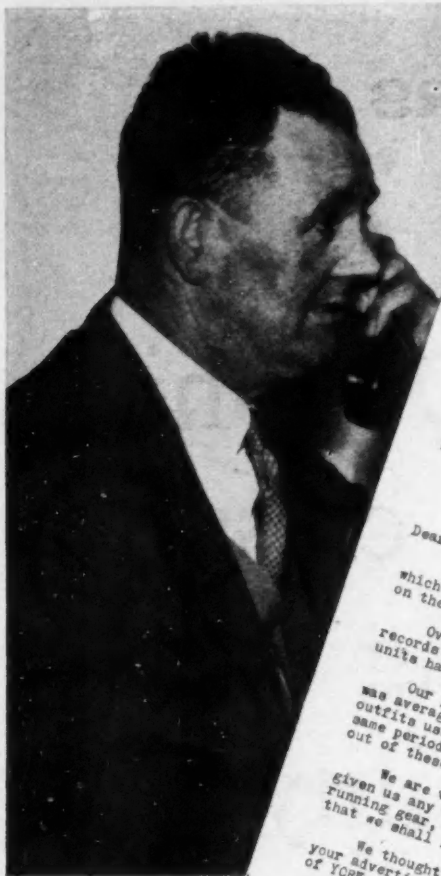
If you would be interested in a car for your Fleet that is smart and practical (4 doors!), handles well (parks in under 14 ft!), costs so little to run (over 40 m.p.g.—any fuel!), adds even more distinction to your Fleet, commands first-class service all over Great Britain, is utterly reliable and provides the best possible introduction to your clients, have a word with the Fleet Sales Department*, Renault Limited, Western Ave., London, W.3.

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G. Knowles Says



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YORK TRAILER CO. LTD.
- 1 JAN 1961

3rd January, 1961.

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As you may know, we operate twelve YORK DW2 semi-trailers which are mainly engaged in general long-distance work running on the average 200 miles per day each.

Over the last 12/18 months we have been making accurate records and comparisons and find that our decision on articulated units has been very much to our advantage.

Our previous mixed fleet of four-wheel and eight-wheel rigid outfits averaging 45,000 miles per year, whereas our 12-ton articulated outfits using YORK semi-trailers are averaging 58,000 miles in the same period. This shows that we are getting 20% more work per annum out of these trailers.

We are very satisfied with the YORK trailers which have not given us any trouble at all and also find that due to the adjustable running gear, we are getting amazing tyre life. We are convinced that we shall have many more York semi-trailers in the future.

We thought these comparisons might be of interest to you in your advertisement field and would like to add that we, as users of YORK trailers, are more than satisfied with their performance.

For and on behalf of
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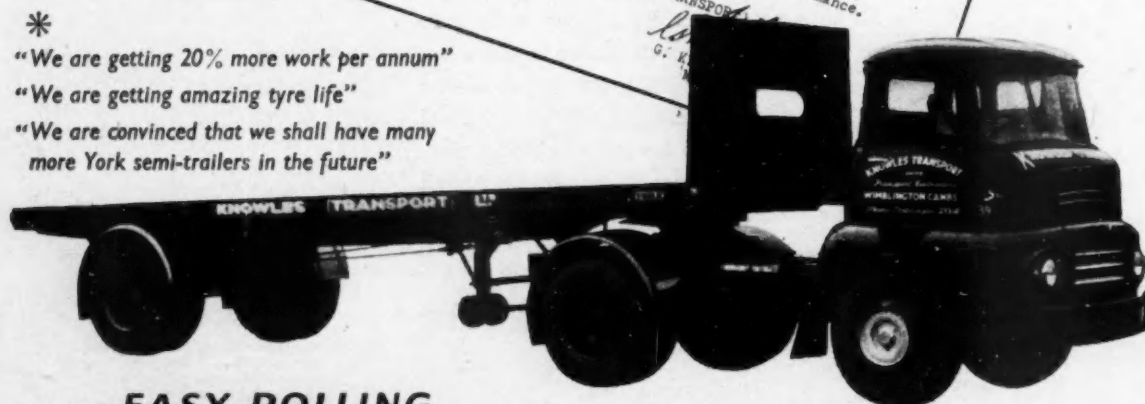
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E12



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New Equipment and Publications

Commercial Vehicle Fog Lamp

RECENTLY introduced into the United Kingdom is the Cibié "Oscar" fog lamp, which has been specifically designed for use on commercial vehicles. The optics of this fog lamp give a wide-spread beam with a concentrated ray, penetrating up to 60 yards in light fog, with minimum back-glare in the most dense conditions.

Claimed to be completely waterproof, the lens is sealed to the reflector with an impervious joint, and the wire passes through the fixing bolt, a rubber grommet being used to prevent the entry of water. A detachable shield is provided with the lamp to prevent accidental damage to the lens, and to keep it clean when the lamp

is not in use. The fixing bolt is incorporated in the lamp, and as the rim is reversible, the fixing can be positioned either at the top or bottom as required.

Available through the sole distributors of Cibié products in the United Kingdom—L.M.B. Components, Ltd., Weyford House, Woodbridge Meadows, Guildford, Surrey—the price of the fog lamp is £4 5s. complete with bulb and the detachable metal shield.

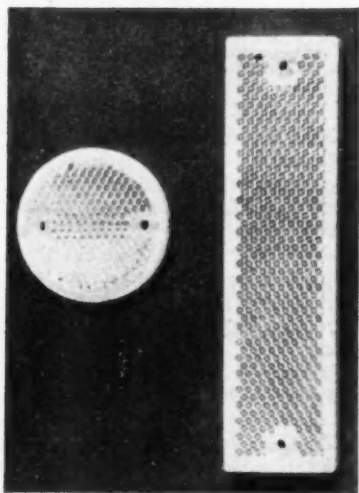


The Cibié "Oscar" fog lamp shown with the detachable shield which is kept in place on the lamp by means of the rubber strap.

It can also be used, diluted, on the renovation of damaged plasterwork and concrete floors, as a sealer for porous surfaces before painting, and also as a seal against the inter-blending or discoloration of paints or enamels over bitumen coatings, tar or other solvent paints. Romanite 248 is available for delivery ex stock in 2-, 5- and 10-gal. drums from the manufacturers.

Cleaning Equipment Brochure

A NEW brochure entitled "Mobile Aids for Cleaning" has been produced by Powell and Co., Burry Port, Carmarthenshire, South Wales. Included in the brochure are details and illustrations of Powell Clean-Aid equipment, which includes sweeping-up barrows, bin carriers and a mop-bucket fitted with a wringer.



Examples of the all-plastics reflectors now made by Fairyrites Ltd.—the circular Model 590 and the rectangular model.

tamping equipment on road construction projects, where the hauling distance is often too short to warrant the use of agitators or mobile mixing plant.

A tipping height of 4 ft. 1 in. under the body lip is provided, a height suitable for discharge into standard 1-yd. and 2-yd. concrete Tremie buckets and concrete pump hoppers. A discharge chute can be supplied with the machine to facilitate placing at ground level.

Power is provided by a Perkins P6 diesel engine and there are four forward and four reverse gears, giving speed ranges of from 3.25 m.p.h. to 17.1 m.p.h. and 2.31 m.p.h. to 12.2 m.p.h. respectively.

Plastics Reflectors

CIRCULAR and rectangular reflectors made entirely of plastics and intended for use on commercial vehicles are now manufactured by Fairyrites, Ltd., Chalex Works, Southwick, Sussex.

The circular model is available in three forms; Model 590—with a two-hole fitting and a 2½-in.-diameter reflector; Model 652—with a flange fitting and 2½-in.-diameter reflector, and Model 552 which is similar to Model 652 but has a reflector of a different grade.

The rectangular model has overall dimensions of 7½ in. by 2 in. with a reflective surface of 7 in. by 1½ in., and has two holes for fixing purposes.

New Adhesive

A WIDE range of applications is possible with Romanite 248, a new adhesive manufactured by the Liverpool Borax Co., Ltd. (Andrew Maxwell Division), Maxwell House, St. Paul's Square, Liverpool, 3.

In addition to its ability to provide a bond between a wide variety of materials, including leather, fabrics, laminated plastics, glass and metal (it should not be used on p.v.c., polythene or rubber), Romanite 248 can be diluted with water for use as a dust preventative and sealer on concrete and other types of floor which are liable to give off dust.

Long-distance Warning Light

AN addition to the range of self-contained portable warning lamps made by Notek, Ltd., Bromley, Kent, is the Model III Flaremaster. Only 12 in. high and 5 in. in diameter, the Flaremaster III is a long-distance warning light in which the beam is amplified by a 2½-in. mirrored reflector to give a range in excess of one mile.

The lamp has a flash rate of approximately 75 per min., flash duration being ¼ sec. A red or blue Diakon lens, 3½ in. by 3 in., is available. The casing is made of brass, which is bonderized and stove enamelled, and is said to be completely weather-proof. Price is £4 net, battery 3s. 9d. extra.



Testing Equipment Catalogue

THE new catalogue from Crypton Equipment, Ltd., Bridgwater, Somerset, gives details of all this company's engine-testing and tune-up equipment.

French Calendar

AVAILABLE from the French Government Tourist Office, 66 Haymarket, London, S.W.1, is a 48-page booklet entitled Calendar of Events, France 1961, which should be of interest to operators of Continental coach tours.

Included in the booklet is information and dates of a wide range of events.

New 3-cu.-yd. Dumper

THE new Muir-Hill 14B concrete-carrying dumper, announced by E. Boydell and Co., Ltd., of Old Trafford, Manchester, has a liquid capacity of 3 cu. yd., and is able to deal equally well with concrete of varying moisture content.

Designed to carry concrete between batching plant and placing point, the 14B dumper is said to be suitable for the feeding of pavers and mechanical and

LIFT WITH CARE

In Handling of Bulky or Heavy Objects Six Basic Principles Must be Observed

THE human body can be regarded as a hydraulic machine of extraordinary complexity and brilliance of design. For its weight and overall dimensions, it will perform the most astonishing range of tasks and it will give first-class service when properly maintained for upwards of half a century. When overworked it shows an inbuilt tolerance far superior to that of a machine tool, and it possesses a happy knack of compensating for its own deficiencies.

Nevertheless, if it is subjected to a strain that it was never intended to support, it will give trouble. Some such strains are caused by exterior forces, such as arise in a motoring accident or war. Others are self-inflicted by the individual, in the home, at work or in games. Injuries of the latter kind are so numerous as to be almost impossible to enumerate, but certainly they account for millions of lost man-hours annually. Frequently they have an indefinite character, afflicting the patient months or years after the prime injury was sustained.

Painful conditions of this type include muscular strains, ruptures, backache, fibrositis, rheumatism, fatigue and the fashionable slipped disc. All these things remove the zest from living and in most cases their causes are avoidable. Hospitals and clinics have more than their fair share of patients suffering from strain and muscular malfunctions, many of which are not curable in a week.

Unhappily, road transport men are



(Left) Drum handling: Use bodyweight to save muscular effort (top illustration.) To pull drum over, first relax front knee, then put other foot well back to safeguard balance. The bodyweight acts as a counterbalance. (Right) Stowing and stacking: When stacking to high level make legs do the work. Relax both knees when approaching the stack and thrust upwards with a swinging movement, one foot following through.



by no means immune to these strains, possibly because in the normal way, a driver is not required to lift heavy weights. And when he is, lack of familiarity with the problem leaves him wide open to doing himself an injury.

The volume of troubles directly caused by inefficient weight-lifting is so great today that the Royal Society for the Prevention of Accidents finds it worthwhile to sponsor an annual campaign to point out the dangers and to indicate the ways in which strains can be avoided. In conjunction with Mr. T. McClurg Anderson, of the Institute of Human Kinetics, they have produced a mass of material for distribution in the home and factories. Posters, booklets, leaflets, even beer mats and paper napkins for use in the works canteen, are all available from Ro.S.P.A. at Terminal House, 52 Grosvenor Gardens, London, S.W.1. Last year, the publicity centred on the theme, "Correct Handling Eases Effort"—and so it does.

To achieve smooth and easy hand-

ling of all bulky or heavy objects there are six basic principles which should be learned and put into practice. All are essential, none more important than others, and none demands the highly developed muscles of the professional weightlifter.

First, get a good grip on the job. Use the palms and the roots of the fingers and thumb. It takes twice the effort to hold a load with the finger tips and their muscles are too small and sensitive to handle anything but the lightest weights.

Back Straight

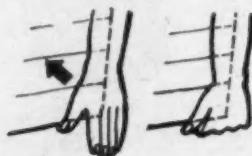
Next, keep the back straight and lift with the powerful leg muscles, relaxing the knees. A straight back prevents damage to the dorsal muscles which were never intended to do heavy work. If the load has to be hoisted, raise the top of the head slightly and tuck the chin in. This movement helps to maintain a straight back.

Balance is important, too, and it is the position of the feet that determines its effectiveness. Stand with the feet apart, but no wider than the hips, with one foot forward in the direction you intend to take.

The arms should be held close to the body, which then takes the weight instead of the finger, wrist, arm and shoulder muscles.

Finally, use the body as a counterweight, keeping one foot back to prevent over-balancing.

These six rules, applied smoothly, without jerk or snatch, give one the power to deal with all the loads that the human frame is intended to handle. For anything heavier, it is a wise man who sends for his mate, finds a roller or lever, or demands the assistance of a fork-lift truck.



(Left) Box handling: Grip with the palms to reduce finger strain. Keep back straight. Position feet as shown (bottom drawing) to maintain balance and to give a strong thrust forward and upwards of back foot. Legs do the lifting. (Right) Pushing and pulling: Tuck chin in, keep back and arms straight. In pushing the front foot balances you, the rear foot giving thrust. In pulling the reverse is the case, with knee bent to allow body to move.



Political Commentary

By JANUS

ISOLATION

ISOLATION from the continent of Europe has its disadvantages, but there are points in its favour as well.

The transport situation there is complex, sometimes bewildering and not always kind to the road operator. There are any number of international and supranational organizations with considerable influence and in one or two cases considerable power. Their decisions have to be given close and respectful attention in a community that still contains many sovereign states but is gradually becoming more closely knit together.

The course of British transport since the war has at least run in accordance with a simple and easily recognizable pattern. The tendency towards a single authority with a virtual monopoly has first been checked and has then flowed steadily in the opposite direction. The White Paper on the reorganization of the nationalized transport undertakings marks the latest stage. It is surprising that in some quarters there is still doubt about its significance.

Even within the Conservative party the old lines of thought persist. There is general agreement that integration of transport is discredited, but no clear idea of what exactly has taken its place. The Government, it is felt uneasily, have no overall policy into which their deeds, many of them desirable in themselves, can fall neatly into place. For example, expenditure of £150m. on railway modernization in a year may be admirable, and so may expenditure of £100m. on new and improved roads. But who fixes priorities and who decides the railways are worth an investment one and a half times that spent on roads?

THE answer is perhaps too simple to be acceptable at first sight. Although the Government certainly have some kind of general plan for transport, such a plan is no longer their chief concern. They have a separate aim for each form of transport. The White Paper and repeated statements by the Minister of Transport make plain the determination to keep the railways in being as a "vital basic industry." Equally clear is the intention to encourage road transport, even if the performance in road building lags sadly behind the promise. To complete the picture, there are also plans for the canals and for air transport.

At this stage the Government might not be prepared to admit in so many words that they no longer see transport as a single problem but as a number of problems whose interrelationship is not their most significant factor. Such a bald statement would seem too much like an excuse to prepare the way for the spectacle of the railways as a permanent State pensioner.

In any case there is scarcely need to adumbrate a political philosophy for what has so far been done or proposed. Even the Labour party agree with a good part of the White Paper, including the important financial provisions. Although any idea of integration has been finally discarded, no bar is proposed on the closest possible inter-working between road and rail. Licensing restrictions on road haulage are to remain and nobody has the least relish for an experiment to see what would happen if they were abolished.

The revolution in thought has been silent and bloodless, and so far as one can see it has been wise. It hardly seems a possibility for Continental countries. Whatever the economic benefits of the groupings that have taken place in Europe, from the transport point of view they certainly

seem to be at sixes and sevens. Every country sees the theoretical advantages of a general transport policy for the Continent, especially where there is a considerable interchange of traffic, but agreement on the policy seems to become more difficult as time goes on.

Even technical and mechanical points present their problems. Lengths and widths of vehicles, lighting, trailer couplings and maximum permitted weights have all been the subject of discussion. On many of the points the main obstacle may well have been the reluctance of countries with heavily protected railways to allow too many concessions to road vehicles. The difficulties do not appear insurmountable but they become much more serious when attention is turned to the operation of the vehicles.

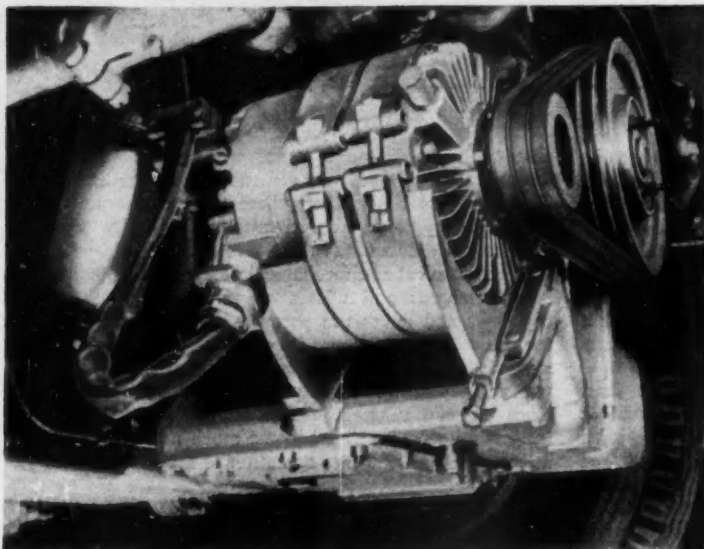
IN some European countries, notably Western Germany, severe restrictions are imposed on road transport for the benefit of the railways. Among other things, rates for road haulage are determined by law. This may seem purely an internal affair of the country concerned, but it so happens that fixed statutory rates, or something very much like them, are among the principles laid down for the European Economic Community.

The reasoning is sound. If countries are to work closely together, with considerable interchange of traffic and progressively fewer Customs barriers, there must be no hidden subsidies such as could be provided by artificially low rates. Therefore they must be the same for all traffic between two countries. From this it is only a step, perhaps an inevitable one, to the compiling of rates schedules even for traffic within national boundaries.

In addition to E.E.C., the question of nationally or internationally controlled rates has occupied the attention of the International Chamber of Commerce and the International Road Transport Union. As may be expected, the C-licence holders or carriers on own account who comprise section 1 of I.R.U. are not in favour of fixed rates and there is also strong opposition from many of the hauliers in section 2.

BRTAIN'S road haulage representatives on I.R.U. have always made their position clear. A rigid rates system would badly handicap them in competition with the railways newly enjoying their freedom from rate restrictions of any kind. Hauliers would also find difficulty in meeting the challenge presented by the C-licence holder. Flexibility in charging is a mixed blessing so far as hauliers are concerned, but is often of great help to them in the shaping and expansion of their businesses.

Decisions of I.R.U. are not binding on the governments of the countries represented. This is fortunate for British operators. When they hear of the complicated negotiations that take place on the Continent, they should be pleased that they are on the periphery. The Minister of Transport is aware of what is happening in Europe. There is a European Conference of Ministers of Transport, set up in 1953, mainly for the purpose of co-ordinating policy. Most of the countries represented, it must be admitted, have a difficult enough task in co-ordinating their own transport. Away from the main stream, Britain under the Conservative Governments has been able to work out her own pattern comparatively undisturbed by what the neighbours think. Transport users in Britain may well have gained from this.



ALTERNATOR ADVANTAGES

L.T.E. Routemasters have A.C. equipment, and this picture shows an experimental installation of a C.A.V. A.C.8-type alternator. The triple V-belt drive will be noted.

Use of A.C.
Give Improved
Performance, Reduced
Increased Battery Life
Makes of Equipment
in

ONE of the hardest worked—and often most sadly neglected—components in a modern commercial vehicle is the battery. This is particularly so in the case of public service vehicles, some current examples of which rely on electrical power not only for starting and lighting, but also for gearchanging, door operation and even advertising display panels, not to mention installations such as heaters, and—in coaches—radios.

It is small wonder, therefore, that despite the big advances that have been made in battery design during the last decade, battery failure can be a pressing problem for many operators, besides being a headache for designers in respect of providing adequate stowage for the large batteries required to meet present-day needs.

That this somewhat depressing picture can be changed by significant, but nevertheless miraculous, little devices known as semi-conductor diodes and transistors is a remarkable testimony to the practical application of modern science. Yet it is the semi-conductor which is making it possible for A.C. generators to be installed in commercial-vehicle chassis, installation which would have been impracticably bulky, heavy and expensive with the rectifying equipment available a few years ago.

As it is, by using semi-conductor rectifiers and transistorized control equipment, A.C. installations may easily be applied to new and existing vehicles with a direct saving in weight, a foreseeable saving in cost and an increase in efficiency, depending on alternator design.

The potential success of alternating-current generating systems arises from one basic deficiency of the D.C. generators almost universally used on road vehicles. This deficiency is that the maximum speed of a D.C. generator can rarely exceed 5,000 r.p.m., above which speed commutation difficulties arise, which lead to rapid brush deterioration, high commutator temperatures and excessive brush-contact losses.

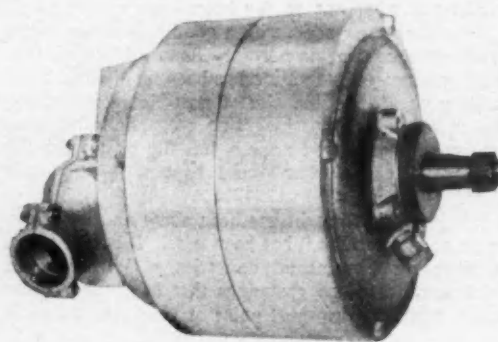
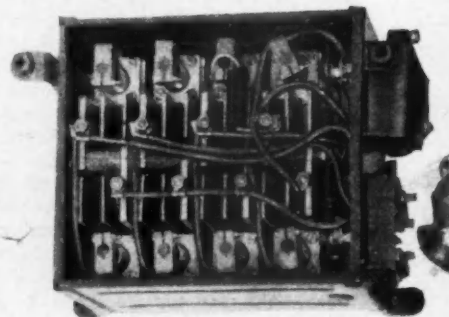
Because of this speed limit the ratio of the drive between the engine and the dynamo has to be based on this 5,000 r.p.m. maximum, which means that at engine-idling speed the dynamo is rotating so slowly that its current output is insufficient to feed the battery. As public service vehicles nowadays spend a high proportion of their operational time with their engines idling, it follows therefore that battery over-working and under-charging are unavoidable evils of a D.C. system.

An alternator, however, can operate at speeds well in

excess of the 5,000-r.p.m. limit imposed on a D.C. unit—speeds of 10,000 r.p.m. are feasible—thus its drive ratio can be such that even at engine-idling speed a high current-output can be obtained, whilst in any case an A.C. generator provides output over a wider speed range than a D.C. generator.

This fact has obviously been realized for many years and—as any school-boy knows—an alternator is a lighter, more compact and considerably more simple piece of equipment than a D.C. generator. Alternating current, however, cannot be used to charge a conventional battery, although it can, of course, be used for lighting purposes. For vehicle applications, therefore, conversion of the A.C. to D.C. is essential, and it is this conversion (rectifying) which has been the stumbling block.

(Right) The Simms rectifier unit contains eight germanium diodes mounted in blocks of cooling fins. Two of these are connected in parallel to form a blocking diode in the control circuit. The rectifier weighs 17 lb.



(Left) A weight of 45 lb. is quoted for the Simms 8-in. meter alternator which delivers 27.5v. equipment is fitted to Routemaster vehicles and can run at 8,000 r.p.m. for periods.

TOR GES

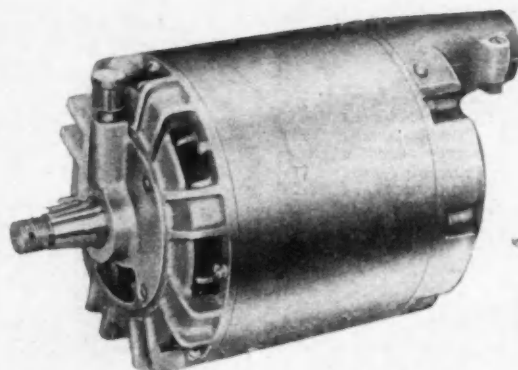
Generators Can
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quipment Available
Britain

by John F. Moon,
A.M.I.R.T.E.

Thus, the 30 per cent. increase in generating capacity which it has been proved is necessary for the modern passenger vehicle in foggy weather (accentuated low-speed conditions) is available without having to resort to the development of new and larger types of D.C. generator.

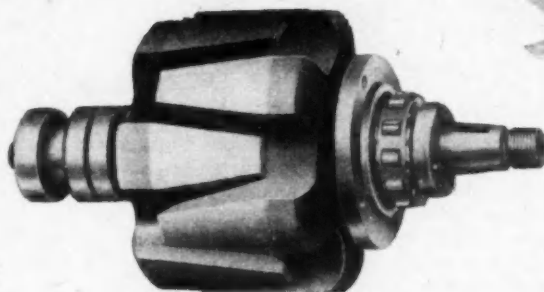
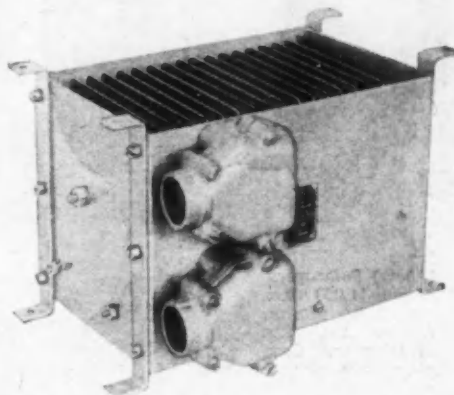
The advantages of A.C. generating systems can be summed up as follows, therefore. They are easy to apply to existing vehicles—in many cases easier than lower-capacity D.C. units; there is a reduction in weight and bulk; the battery can be charged constantly, irrespective of engine speed; the equipment involved is more simple (with a transistorized control board the only moving component is the generator rotor); battery life is extended; smaller—and therefore lighter—batteries can be used for the same function; and the overall life of all the units should be greater than that of the components of a D.C. system.

As it is so rare these days to get anything for nothing, it is easy to imagine people interested in A.C. equipment



(Left) The C.A.V. AC724-2 alternator has a nominal diameter of 7 in. Its self-limiting output is 60 amp. at 27.5v. and it weighs 37½ lb.

(Right) For use with the C.A.V. 7-in. alternator, the RUS-6 selenium rectifier has been developed. This unit weighs 20 lb., and is open at top and bottom for cooling purposes.



(Left) This illustration is of a typical imbricated-pole rotor, showing the two six-fingered, cup-shaped claws mounted on the shaft to form a 12-pole assembly.

saying, "Ah, but what about the price?" For a change, the initial cost involved with some A.C. units is already under 5 per cent. greater than that of the nearest equivalent D.C. gear—which, size for size, would not provide the same output in any case. Once electrical manufacturers are able to put the equipment into quantity production (which presents no problems once sales are assured) a complete A.C. set should be cheaper than existing D.C. sets.

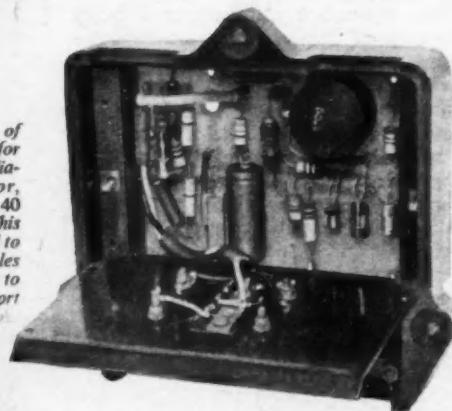
So much for the price question. As to the potential market, this is by no means restricted to passenger vehicles. Police cars, fire appliances, ambulances and taxis are all vehicles normally fitted with two-way radio apparatus which helps to add to the load on the vehicle battery. Stop-and-start delivery vans—particularly those with illuminated name boards—are also vehicles which subject their batteries to heavy loadings, whilst yet another series of applications is to be found on agricultural and forestry vehicles, including powering hand tools.

Police cars provide an interesting example of light vehicles requiring excessive electrical power. Not only do these vehicles have the normal lighting and starting systems, but additional equipment includes interior heaters, "Police" signs, bells, loud-hailers and two-way radio. Many police cars have already been equipped with A.C. generating gear, those with D.C. having to incur the penalty of carrying two batteries to cope with the maximum likely loadings.

With most A.C. generating sets three separate pieces of equipment are required—alternator, rectifier and control board—although the Lucas equipment for cars and light vans combines the rectifier with the alternator, and this is a development likely to take place soon on higher-capacity alternators, so simplifying the equipment even further.

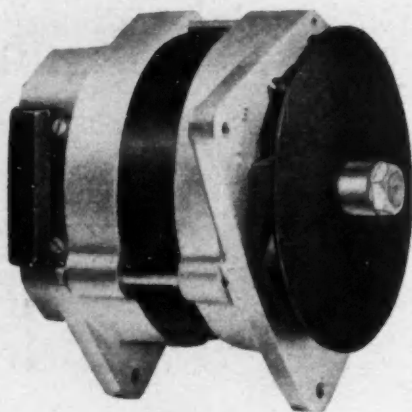
There are three types of alternator—the inductor, the salient-pole and the imbricated-pole types—but only the

E17



(Left) The control board used with the Simms A.C. generator is fully transistorized and has a printed circuit. The hinged metal base plate carries two power diodes, the plate serving as a heat sink.

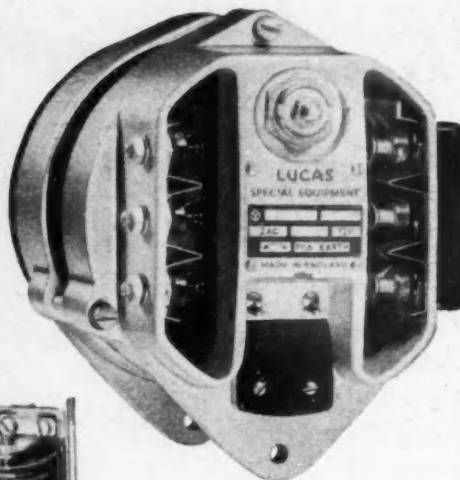
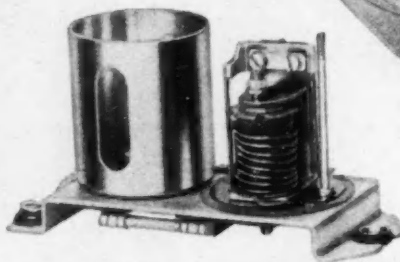
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(Above) Rotor speeds of up to 11,000 r.p.m. are possible with the Lucas 2AC 12v. alternator. Complete with fan it weighs 18½ lb. and has a nominal diameter of 6 in.



(Below) The Lucas 2TR control box has a vibrating-contact regulator and a transistor to control the main field current. The unit weighs 13½ oz.



(Above) The rectifiers are built into the slip-ring end of the Lucas alternator, the equipment consisting of six silicon diodes.

imbricated-pole alternator is employed on British vehicles. Whilst, on the face of it, the inductor alternator would appear most attractive from the production viewpoint because of its lack of slip-rings and because it has both field and output windings on the stator and only laminated pole projections on the rotor, it has one serious disadvantage in that the flux embracing one output coil changes only from zero to maximum, and does not reverse as in the excited-rotor alternator.

Therefore the inductor alternator can provide only half the voltage of an excited-rotor machine with the same flux density in the air gap, consequently the volume of the machine would have to be comparable with that of the D.C. generator it was designed to replace.

Because the vibrating-contact regulators at present in use with D.C. systems can handle a maximum of only 2 amp. at 24v., such regulators could not be used with salient-pole alternators, but they can be used without modification to control the field current of imbricated-pole machines, the value of which would be 1.5 amp. compared with, say, 5 amp. for the salient-pole type. Even the use of transistorized regulators, which can deal with greater field currents, would still not necessarily lead to the adoption of salient-pole equipment because an imbricated-pole generator is the cheaper of the two to produce.

Imbricated-pole Rotor

The construction of a typical imbricated-pole rotor can be seen from the photograph on page 157. The two identical rotor claws, which can be either cast or forged, are attached to the core by short bolts and completely enclose the field coil. These two claws and the tubular core, which is shrunk on to the shaft, comprise the magnetic circuit of the rotor.

The stationary yoke or stator contains the heavy-current windings of the alternator, these being equivalent to those in the armature of a D.C. generator. Because these windings are stationary, however, the current generated in them can be fed directly to the output terminals—a very much more simple and trouble-free course than that applying to the commutator of a D.C. machine.

Similarly, by this construction, heat generated in the windings is easier to dissipate, giving rise to cooler running

conditions, whilst in any case the A.C. unit is not subjected to the temperature-rise limitations imposed by the commutator and its soldered connections in a D.C. generator.

There are only two electrical connections between the slip rings and field coils in an A.C. machine, and these can be effected by brazing. Brazing can be employed at the connections between the copper strips in the stator windings also, so the maximum permissible temperature for the windings of a totally enclosed alternator is often limited only by the temperature which would melt the grease in the bearings.

Forced Cooling

Many alternators of a size suitable for heavy-vehicle applications have a built-in fan to force cooling air through the interior of the machine. To avoid the possibility of the slip rings becoming dirty, they can be located in an enclosed compartment outside the ventilated body of the machine. The output of an alternator can be changed considerably according to the amount of ventilation provided, a through-ventilated machine producing up to twice the current of a completely unventilated unit.

Alternators can be expected to show appreciable savings in maintenance costs compared with equivalent D.C. generators, a major item in the overhaul of the latter type of equipment being commutator skimming and brush renewal. The deposition of carbon in the interior of a D.C. unit lowers the insulation resistance and this in itself presents a major cleaning problem, all of which are troubles to which an alternator is not liable.

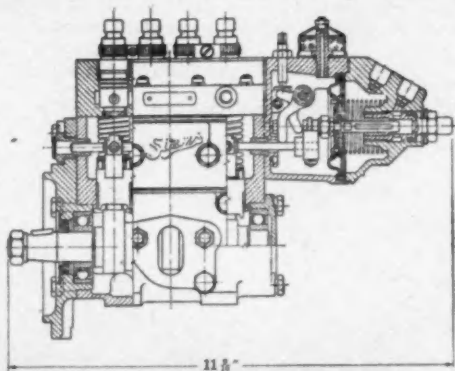
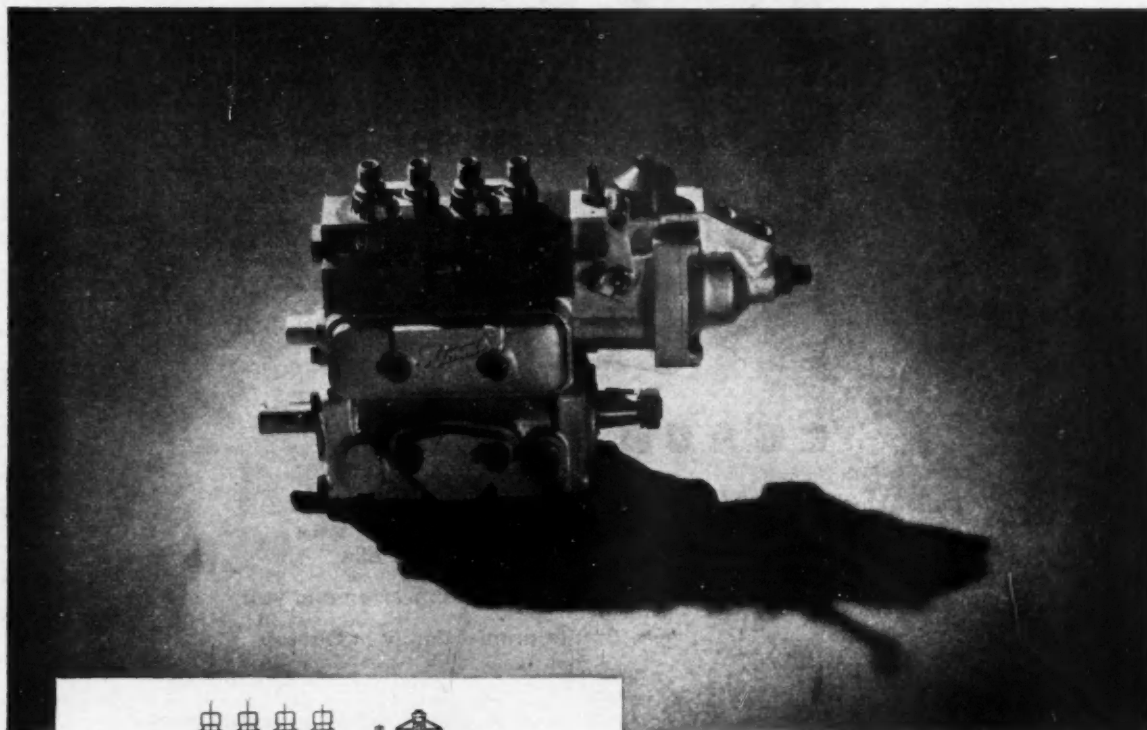
Although alternators were used on Model T Fords, this vehicle had no battery and therefore its lights and so forth obtained alternating current directly from the generator. This layout was admirable for its simplicity as it eliminated the need for a rectifier. Unfortunately, batteries are now indispensable, therefore a rectifying unit is an essential item in any alternating-current system.

As alternators used in vehicles are wound for three-phase operation, the rectifiers employed are three-phase, full-wave units with six, or multiples of six, rectifier cells, for which semi-conductors are invariably employed.

(Continued on page 159)

Simms

MINIVAC (the vacuum governed Minipump)



The smallest and lightest of in-line fuel pumps. It involves no unknowns and no untried principles. Its design is based on world-wide experience with this type of pump. And 40 years' experience of in-line pumps gives them world-wide serviceability.

Some points in the design

Separate pump-body and cam-box (as in all Simms pumps) simplifies maintenance. Pump body machined from steel, hence no porosity. Outlets threaded steel in steel; finer threads allow closer spacing of pumping elements; hence a shorter, stiffer camshaft and a shorter, stiffer pump admirably suited to flange mounting. It has wide cam tracks and tappet rollers. Pumps are available for engines with 2 cylinders up to $4\frac{1}{2}$ litres; 4 cylinders up to 6 litres; 6 cylinders up to 9 litres.

SIMMS MOTOR UNITS LIMITED • EAST FINCHLEY • LONDON • N2

19

MILEAGE...
RELIABILITY...
SAFETY...

you get them all in

DUNLOP
BUS AND
COACH TYRES



Long trouble-free mileage is all-
important in bus or coach operation and you
get it quite unmistakably in Dunlop

Giants—the tyres which are individually built
to assure the very greatest reliability and safety,
and of course the utmost mileage, in all conditions.

Whatever your vehicles or your operating
conditions, there are Dunlop
Giants specially made for them!



CPV/1159/408
E20



You're really able to

MOVE



in
this
roomy **12 seater runabout**

You really can *move about* in the Bedford long-wheelbase Utilabrake. It's an extra-roomy personnel carrier, a comfortable maid-of-all-work built especially for that bothersome job of transporting a dozen or so people. In the Utilabrake there is easy access to 6 facing-forward and 6 facing-inward fully-upholstered seats. More, there's ample leg room for driver and passengers, generous space for luggage and equipment, big windows for safe, all-round visibility. You haven't—can't have—a small party transport problem that the Utilabrake can't solve.

PRICE £635

No Purchase Tax or Hire Purchase Restrictions.
Also available on the Short Wheelbase £610.



Full details from the designers and builders:



LONG WHEELBASE BEDFORD
UTILABRAKE

Dept. C.M., Utilecon Works, Folkestone.
Telephone: Folkestone 51844.

Established 1773.

ONE OF THE FAMOUS DORMOBILE RANGE.

There is a choice of three materials for these semi-conductors: selenium, germanium and silicon, the material employed depending upon ambient temperature, ventilation, space availability and initial cost.

Although selenium suffers from a few disadvantages, the bulkier design of a selenium unit gives greater heat capacity and the ability to tolerate over-currents and high temperatures for short periods. This type of rectifier is used by C.A.V., Ltd., whose RUS-6 rectifier contains six dry-plate selenium elements.

Simms Motor Units, Ltd., employ germanium diodes in their rectifier, whilst rectification in the case of the smaller Lucas equipment is carried out by silicon diodes built into the slip-ring end of the alternator and cooled by the air flow through the machine.

Silicon units can operate at higher temperatures than germanium and selenium equipment and they are not subject to ageing. Furthermore, their weight and size are less, but they cost almost twice as much to manufacture as selenium units.

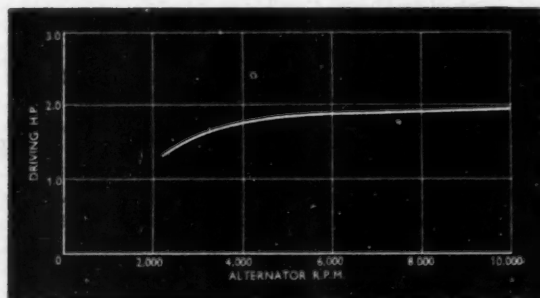
Undoubtedly, silicon is the best of the three available materials, particularly where high-ambient temperatures are likely to be encountered, whilst another big advantage of this material is that a rectifier incorporating it can usually be mounted directly on the alternator itself, thereby permitting the alternator to be connected directly to the battery.

As with conventional D.C. systems, some means has to be provided of regulating the D.C. output from the rectifier to suit the demands of the battery. A conventional vibratory-contact type of regulator can be employed, but the use of transistorized regulators confers the advantage of the elimination of contacts and moving parts, and both C.A.V. and Simms offer this type of regulator.

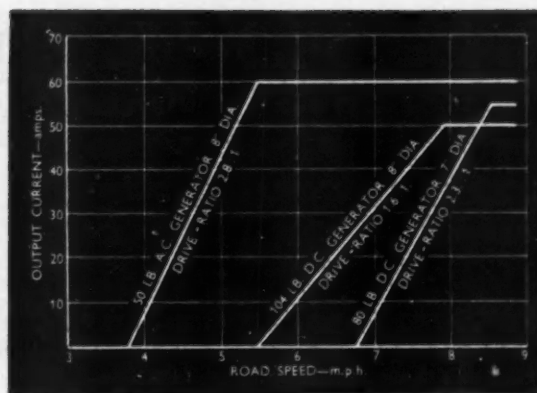
An alternative type of regulator forms in effect a combination of these two systems, and this is favoured by Joseph Lucas, Ltd., whose control box contains a vibrating-contact regulator to control the alternator field current (and hence the output voltage), and a transistor because the field circuit of most alternators is more inductive than that of a D.C. machine and so any direct making and breaking of this circuit by vibrating contacts would involve contact burning and oxidation.

By using a transistor, the vibrating contacts are called upon to handle only a small non-inductive pilot current while control of the main field is exercised by the transistor.

With a full transistor control board, such as the Simms ET unit, the voltage setting at which the system operates is dependent upon the proportion of the generated voltage which is applied to a Zener diode, this proportion being initially adjustable by use of a potentiometer. Current regulation is obtained via the voltage-regulation circuits, but is triggered by using the forward characteristic of a



The power absorbed by the Lucas 2AC generator is shown in this graph. The figures were taken for an output of 45 amp. at 13.5v.



This graph gives a comparison of the performance of three generators of similar output with the vehicle running in third gear.

germanium diode made responsive to the voltage developed across a low resistance in the main current circuits.

The three manufacturers of vehicle alternator systems in this country—C.A.V., Lucas and Simms—have all chosen different sizes of generator—the smallest being the Lucas 12v. 6-in.-diameter unit.

This is the model 2AC which weighs 18½ lb. without pulley. This generator has a maximum running speed of 11,000 r.p.m. and produces 60-65 amp. when cold and 52-57 amp. when hot. Like all alternators, the Lucas unit can be driven in either direction and it can be mounted on either side of the engine. The standard pulley supplied has a diameter of 3 in. and is suitable for a ½-in. top-width belt, although other sizes can be supplied to order. A 6-in. cooling fan is fitted.

Generating at 800 r.p.m.

The Lucas alternator can generate at rotor speeds as low as 800-900 r.p.m., whilst even at 11,000 r.p.m. and 45 amp. output it requires under 2 b.h.p. to drive it, this power requirement falling to 1.4 b.h.p. at 2,500 r.p.m. Because the alternator includes an integral rectifier, and because the matching control box weighs only 13½ oz., the complete Lucas alternating equipment weighs only 19 lb. 1½ oz.

The price of this equipment cannot be compared with Lucas D.C. units because at present it is only being made in small quantities and in any case there is no Lucas D.C. equipment with a comparably high output.

Although alternators with nominal outside diameters of 8 in. and 12 in., and outputs of up to 150 amp., are manufactured by C.A.V., Ltd., these are mainly for railway use. Their AC724-2 vehicle alternator is a 7-in. 24v. unit, with a self-limiting output of 60 amp. at 27.5v. The cutting-in speed of the generator is 580 r.p.m., and with a drive ratio of 2.3:1 the output at normal idling speeds (350-400 r.p.m.) will be from 19 to 25 amp. With a ratio of 2.5:1 the output at the same speeds will be from 29.5 to 35 amp.

The generator has a built-in fan and it weighs 37½ lb. Its direction of rotation is reversible and the recommended drive is by three ½-in.-wide V-belts. Power absorption at 2,200 r.p.m. is 3 b.h.p., and the maximum recommended generator speed is 8,000 r.p.m.

A weight of 20 lb. is quoted for the selenium rectifier units designed for use with the AC724-2 alternator, and this rectifier has a casing which is open at top and bottom to provide a natural cooling draught through the unit. Natural draught is suitable for ambient temperatures up to 95° F., above which temperature forced cooling is needed.

Both the vibrating-contact regulator (type 189-59) and the transistorized regulator (type 367-2) weigh 6½ lb., giving a total weight for the complete equipment of 64 lb. This

High-speed Burst Chamber

20,000 R.P.M. POSSIBLE WITH NEW EQUIPMENT

A RECENT addition to the engineering test facilities of Automotive Products Co., Ltd., Leamington Spa, is a high-speed centrifugal burst chamber, designed in the research department and built and installed by the company's experimental department.

Burst and high-speed proving tests have been a feature of the firm's test programme for some time, particularly on Borg and Beck clutches, using equipment capable of providing speeds of up to 12,000 r.p.m., but this had limitations, both from the speed and size aspects, for future programmes. The new test chamber has, therefore, been designed for a maximum speed of 20,000 r.p.m., and is capable of accepting test pieces of up to 2-ft. diameter, with a limiting weight of approximately 150 lb.

For safety reasons, which are obvious when it is considered that during a test pieces of iron or steel, weighing anything up to 3 or 4 lb., leave the specimen at speeds approaching 250 m.p.h., the test specimen rotates in an adequately protected "hole in the ground," and is driven by a vertical shaft.

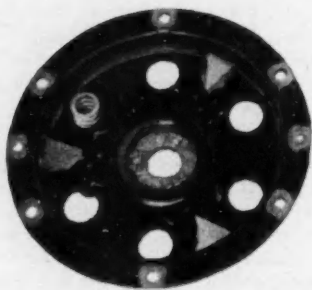
Power for the equipment comes from a Standard Vanguard 2-litre engine and gearbox, flexibly mounted on a sub-frame, and driving a worm gear unit which converts the horizontal drive to a vertical one at an output pulley below the unit. Drive to the testing unit is transmitted through an endless belt, 3-in. wide and $\frac{1}{2}$ -in. thick.

At the high shaft speeds developed bearing problems assume large proportions, and precision angular-contact bearings are used throughout the vertical drive. A gravity-feed oil system is used and to protect this against flying fragments the lower part of the unit below the fixing plate can be enclosed in a $\frac{1}{2}$ -in. thick steel casing. The test specimen is bolted to an adaptor plate at the bottom of the shaft and a weakened shear neck is provided between the shaft and adaptor so that if violent out-of-balance forces occur, the neck will fail and prevent damage to the main shaft.

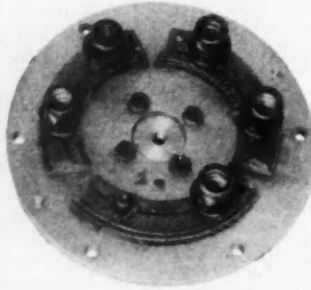
When large and heavy specimens are tested air friction losses can prevent normal rates of acceleration, and to overcome this problem the specimen can be



The vertical drive unit is here seen suspended over the bursting pit. The railway sleepers which line the pit can be seen, and also the 2-in. thick steel cage which is used when specimens of fragments are not required.



A 6 $\frac{1}{2}$ in. Borg and Beck clutch that has failed under extreme centrifugal stresses. The clutch was rotated at speeds of up to 14,000 r.p.m. before the pressure plate disintegrated.



encased in a thin steel shell from which the air can be evacuated. The test specimen can be adjusted after the main plate has been bolted down from an access chamber at the side of the pit.

The instrument and control panel for the equipment is in a separate room to that in which testing takes place, for reasons of safety, and once a test specimen has been set up there is no need for the operator to leave the panel until completion of the test.

Many successful tests have already been carried out, the most strenuous being on a special 18-in.-diameter clutch, which with its adaptor weighed nearly 200 lb.—this unit was burst without any damage to the rig or its surrounds.

Alternator Advantages

(contd.)

weighs 9 lb.

Simms make use of an 8-in.-diameter alternator, giving 40 amp. at 27.5v. This unit weighs 45 lb. and is available with both cradle and swing mountings. The cutting-in speed at 24v. is 550 r.p.m. and the minimum full-load speed at 27.5v. is 850 r.p.m., the preferred drive ratio being 2:1, because the maximum permitted continuous speed on full load is 4,500 r.p.m.

As used on London Transport Routemaster buses the drive ratio is 2.3:1, so that at an engine-idling speed of 400 r.p.m. the alternator output is 40 amp. For normal requirements the maximum rotor speed is 6,000 r.p.m., although the alternator can run at up to 8,000 r.p.m. for short periods. At 4,500 r.p.m., the alternator absorbs 2.6 b.h.p.

The Simms ER rectifier designed for use with their alternator has eight germanium power diodes, six of which form a three-phase bridge rectifier, while the remaining two

compares very favourably with the weight of C.A.V.'s nearest equivalent D.C. equipment, the dynamo for which alone weighs 80 lb., whilst the control board

serve as a blocking diode which functions in the same way as the cut-out of a conventional charging system. The diodes are mounted on aluminium cooling fins, and the sides of the rectifier box are open at top and bottom to promote air circulation. The unit weighs 17 lb.

The Simms ET control board, in addition to having transistors throughout, also has a printed circuit, which saves space and minimizes the likelihood of circuit failure. This unit weighs 2 $\frac{1}{2}$ lb., so the complete A.C. equipment weighs 64 $\frac{1}{2}$ lb., compared with a total of 96 lb. for the nearest equivalent Simms D.C. equipment.

Thus, it will be seen that all the A.C. equipment available on the British market effects considerable saving in weight whilst providing greater output when compared with conventional D.C. apparatus. Although it will not always be possible to reduce the size of the battery, savings of up to 1 cwt. may be possible here.

A.C. generators will undoubtedly find increasing use on British vehicles, as they are already doing in the U.S.A. and the Soviet Union. Their advent should be acclaimed, as there is nothing to lose and everything to gain by their adoption.

Ford's Golden Year

A GOLDEN anniversary, celebrating 50 Golden Years . . . That is the proud claim of Ford of Dagenham in 1961.

Ford of Dagenham. . . It reads like an entry in DeBrett. A title earned for services rendered throughout 50 of the most turbulent years in Britain's history. Turbulent years for Ford, too, years of great change, socially and economically. Years in which Britain, and the world, have seen Henry Ford's faithful old Model T transformed into the impressive range of cars and goods vehicles.

Anniversaries are always a time of looking over the shoulder, of turning back the clock and living through again the periods of trial and tribulation, and the triumphs and exultations. That is what they'll be doing at Dagenham this year. So let us look over their shoulders, at the pictures the many long-service Ford men will see, and catch a brief glimpse of the immense story of Ford in Britain. From the beginning. . .

London in the gay '90s, the social and cultural centre of the world. The gracious, stately Victorian era was drawing to a close. But the Gaiety girls and the stage-door Johnnies danced on, clippopping their leisurely way in carriages and pairs through the streets of gas-lit London.

Man of Vision

Yet the "horseless carriage" had already made its noisy stuttering entrance. Horse-drawn goods wagons were on the way out. The people shook their heads and said: "What is the world coming to?" Just as they are saying it today as men of vision and courage prepare for the first journey into space.

In 1894, such a man, Percival Lea Dewhurst Perry, arrived in London from Bristol in answer to a newspaper advertisement for someone to do "hard and useful work, drudgery if necessary." The advertiser was Mr. Harry Lawson, who was later to do much to pioneer the foundations of the British motor industry.

Perry learnt a great deal about the motor trade from Lawson, who was then developing the road rights of the Daimler Company. And from him, through "hard and useful work," Perry acquired an enthusiasm that was to result in the creation of Ford of Dagenham.

The pictures turn to 1903, and the setting up of the Central Motor Car Company in Long Acre, London, where a brisk trade in Model As was built up. But some years were to pass before Perry



It's the first vehicle coming off the production line at Dagenham—a model A, 30-cwt. truck. The year: 1931.

eventually persuaded Henry Ford to open a London branch of the Ford Motor Company. Which brings us to the beginning, so far as Ford in Britain is concerned.

The first premises, in Shaftesbury Avenue, London, were soon outgrown, and Perry found the bigger site he needed in Trafford Park, on the outskirts of Manchester.

By
Charles M. Hendy

The year was 1911, a golden year if ever there was one, for the sun shone endlessly from cloudless skies, and a new age was dawning. It was on March 8, 50 years ago next Wednesday, that the papers were signed changing the Ford branch in London into a proper company.

The Ford Motor Company (England), Ltd., was born. And at Trafford Park the British workman was introduced to what Henry Ford called: "The focusing upon a manufacturing project of the principles of power, accuracy, economy, system continuity, speed and repetition." In short, mass production.

Production at Manchester in 1912 was 3,000 vehicles; in 1913 it was 6,000; and only the outbreak of war prevented 10,000 being reached in 1914. After the

war the Trafford Park plant soon outgrew itself.

And so the pages of the album turn again, to Dagenham—a name that is as synonymous with Ford as Alamein is with Montgomery. Henry's son Edsel cut the first sod of the 500-acre site on May 17, 1929. The experts looked at the marshes and shook their heads, as their forebears had done when they saw the first Model T. But with Ford the impossible merely takes a little longer. In fact, it took only two years to transform the bleak, Thames-side marsh of Dickens' "Great Expectations" into a thundering giant of a factory that was to become the great expectations of thousands of families who had come to live on the new housing estate near the village of Dagenham.

Dagenham's First

The last Trafford Park vehicle rolled off the production line in October, 1931. A few days later the Dagenham factory came to life, and the first vehicle to come off the line was the one shown in our picture—a 24-h.p., Model A, 30-cwt. truck.

In their 20 years at Manchester, Ford produced nearly 422,000 vehicles. In 1960 alone, total production of Ford in Britain hit an all-time high of 575,000. Dagenham has certainly grown up.

There are of course other Ford locations in Britain—all of which play their part. The Thames Trader range is Dagenham's baby, but the Doncaster, Southampton and Langley plants look after the lighter Thames models.

For Ford, however, as with all great industrial enterprises, there is little time for dwelling in the past. Main celebration of the Golden Jubilee has been left to the Dagenham Car Club, who, in conjunction with Dagenham Council, are organizing a Cavalcade of Motoring on July 1.

July 1 will be a great day for Ford and its 55,000 employees in Britain. But it will be at Dagenham next Wednesday, March 8, that they will be saying . . .

Happy Anniversary.

50-year Figures

Details of commercial vehicle production tell their own story of the progress of Ford during the past 50 years.

Trafford Park	
1911-1931	211,834
Dagenham	
1932	13,651
1960	96,823

Tractor production has grown from 2,778 in 1933 to 71,546 in 1960.

Expansion Trends in Haulage**Large Licence Switch Applications Continue**

THE strong trend for holders of C and contract A and B licences to attempt to switch to A licences continues. Again, Two Counties Transport, Ltd., of Grimsby, are seeking A licences for a big group of vehicles previously on C licence for the Ross group. They include 24 lorries, four refrigerated vans and 23 insulated containers. New A licences are being sought for 45 vehicles, now on B licence, by Pointers Transport Services, Ltd., Norwich. Among other large applications is one, generally for a 25 miles radius, by E. Goldsmid (1938), Ltd., of London, E.C.3; a dozen lorries (72 tons) are concerned.

Among the grants are eight vehicles of 24½ tons to Bell and Co. (Transport), Ltd., Edinburgh.

SCOTTISH (NORTH)**Applications**

SN 18/2/1.—**Alexander and Kelth, Cuminstown**, new A lic. 1 veh. (3). Agricultural produce and requisites for S.A.I., Ltd., Aberdeen, Counties of Aberdeen, Banff, Moray and Kincardine. Cont. lic. to be surrendered.

SN 18/2/2.—**J. and E. Transport, Ltd., Dundee**, A var. add 1 veh. (4½).

SN 18/2/3.—**John Souter, Ltd., Insh.** B var. add 1 veh. (5), to be acquired.

SCOTTISH (SOUTH)**Applications**

SS 18/2/1.—**Dobson's Storage (1954), Ltd., Edinburgh**, new A lic. 5 art. (16½), includes 2 art. (6½) to be acquired, and 5 art. trl. (13½). All goods, excluding livestock and household removals, 75% within 30 miles; 25% paper and paper-making mats, in Scotland, North and Midlands of England. B lic. for 3 art. (10) and 3 art. trl. (8) to be surrendered.

SS 18/2/2.—**John Hodge (Hauliers), Ltd., Jedburgh**, new A lic. 4 veh. (16½). Pelts and pelt casks for E. S. Ward and Co., Bermondsey, Popperton Gibbs and Co. (Pelts), Ltd., London, and Strong, Rawle and Strong, London, between Southern Division of the Scottish Traffic Area and Midlands, London and Oxford. Cont. lic. to be surrendered.

SS 18/2/3.—**William Cavers, Kelso**, new A lic. 2 veh. (9). Lime. Lothians and the Borders for Border Line Contracts, Haddington; potatoes to Lincolnshire and South Wales and fertilizers within the Lothians and the Borders for Kinross (Lindean), Ltd.; grain to Banffshire and feeding stuffs and fertilizers to the Borders for W. B. Morrison; sugar beet to Cupar. Cont. lic. to be surrendered.

SS 18/2/4.—**Andrew Hogg and Sons, Glasgow**, A var. add 1 veh. (12½).

SS 18/2/5.—**Samuel Fisher, Giffnock**, A var. add 2 veh. (8). Scrap metals between the Scottish Traffic Area and England, and machinery between the Scottish Traffic Area, Lancashire, Midlands of England and the London Area.

SS 18/2/6.—**James E. McNaughton, Airdrie**, new B lic. 1 veh. (3½). Steel tubing for Stewart and Lloyds, Ltd., within 50 miles.

Decisions

SS 26/11/9.—**Duncan Stewart (Bonnybridge), Ltd.**, B var., withdrawn.

SS 1/10/1.—**Scottish Central Carting Co., Ltd.**, Leith, A var. add 2 art., granted.

SS 26/11/1.—**David D. Todd**, West Calder, new A lic., refused.

SS 26/11/2.—**W. H. Malcolm, Ltd., Johnstone**, new A lic., sitting cancelled.

SS 26/11/3.—**McQuater Bros., Glasgow**, new A lic., sitting cancelled.

SS 10/12/4.—**Bell and Co. (Transport), Ltd.**, Edinburgh, A var. add 8 veh. (24½), granted.

E26

NORTHERN**Applications**

N 21/2/1.—**H. S. George, Darlington**, A var. add 1 veh. (5), to be acquired, delete 1 veh. (2t 19c). Steel ingots and forgings. Mainly to Tees-side, Newcastle, Sunderland, Sheffield, occasionally to Manchester and Liverpool.

N 21/2/2.—**A. Bell (Stockton), Ltd.**, A var. add 2 art. units (4½ ea. trl. 3½ ea.), to be acquired. Mainly trunk service to North East Coast and Eastern Counties. Steel wire, castings, food products, machinery, salt products, paper, chemicals, agric. produce, road and building mats., paint and wood.

N 21/2/3.—**A. Bell (Stockton), Ltd.**, A var. add 2 art. units (4½ ea. trl. 3½ ea.), to be acquired. Mainly trunk service to North East Coast and Eastern Counties. Foodstuffs, salt and salt products, steel, machinery, paper, building mats., fertilizers, chemicals, wire, wood crates and timber.

N 21/2/4.—**D. Smith, Bishop Auckland**, new B lic., 1 veh. (4t 7c) (cattle truck). Racehorses, G.B. At present on C lic.

N 21/2/5.—**R. Howell, Bowburn (Ferryhill)**, new B lic. 1 veh. (1t 2c) (Workabus). G.a., excluding livestock within 20 miles of Bowburn.

N 21/2/6.—**Redpath Bros., Ltd., Wooler**, new B lic. 2 veh. (7t) (flats), subject to the surrender of B lic. for these veh. in name of T. D. Mossman and Sons. Coal within eight miles, other goods within 40 miles of Wooler.

N 21/2/7.—**Middlesbrough Transport and Engineering Co., Ltd.**, B var., add 3 veh. N/E (4t each) to be acquired, delete 3 veh. (8t 6c) (T).

N 21/2/8.—**J. W. and H. Johnson, Middlesbrough**, B var., add 1 veh. (3t 9c) (T). Building mats. within 10 miles of the Town Hall, Middlesbrough.

N 21/2/9.—**Transway, Ltd., South Shields**, B var., add 2 veh. (4t each) (T). 2 veh. (3t each) (flats) and 1 art. (unit 1t 9c, trl. 1t 6c), to be acquired. Coke, furniture and household effects within 15 miles. Other goods within 35 miles, South Shields.

NORTH WESTERN**Applications**

NW 17/2/1.—**N. Fisher, Chadderton**, new B lic. House coal sub-contracting 8 to 10 miles. At present on C lic.

NW 17/2/2.—**W. O. and E. O. Williams, Harlech**, new B lic. 1 veh. (3t) (art.) and 1 trl. (3½t) art. Earth-moving plant and machinery; Harlech, Porthmadoc, Trawsfynydd.

NW 17/2/3.—**Arthur E. Lunt, Ltd., Liverpool**, new B lic. 1 veh. (1t). Occasional carriage of goods belonging to Pickavance Machine Tool Co., Now on C lic.

NW 17/2/4.—**W. G. Suckling, Ltd., Liverpool**, B var., add 2 veh. (8½t) (includes container 1½t). Meat within 10 miles, goods for Birds Eye Foods, Ltd., within 50 miles.

NW 17/2/5.—**G. R. and J. Pemberton, Preston**, B var., add 3 veh. (3½t) vans. Morning newspapers and periodicals for publishers' agents within 25 miles; mails and parcels for G.P.O. during Christmas, parcels for British Railways within three miles.

NW 17/2/6.—**J. H. Willis, Gresford**, short-term B 1 veh. (9½t). Milk in bulk tanker for the Milk Marketing Board, for a period of four months.

Decisions

NW 16/12/6.—**White Star Carriers, Ltd., Wigan**, A var., adjourned.

NW 2/12/2.—**D. T. and N. Keighley (Whalley), Ltd., Blackburn**, A var., granted.

NW 25/11/5.—**Liverpool Carriage Co., Ltd.**, A var., relisted.

NW 2/12/6.—**F. Davies (St. Helens), Ltd.**, A var., granted.

NW 9/12/2.—**Roadcraft, Ltd., Liverpool**, new B lic., relisted.

YORKSHIRE**Decisions**

Y 23/11/1.—**F. Jackson, Dewsbury**, new A lic., granted.

Y 7/12/1.—**A. H. Hall, Delph**, new A lic., relisted.

Y 7/12/6.—**R. Naylor, Liversedge**, A var., relisted.

Y 7/12/8.—**Lincoln Shackleton and Sons, Ltd.**, Southwram, A var., granted.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.s., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-lr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

Y 7/12/11.—**F. Fascole, Halifax**, new B lic., granted.
Y 7/12/10.—**G. W. Broadfield, Dewsbury**, new B lic. granted.

EAST MIDLAND**Applications**

EM 23/2/1.—**Two Counties Transport, Ltd., Grimsby**, new A lic. 28 veh. (12t 13c) (24 platform veh., 4 refrigerated vans), 6 trl. (not exceeding 2t 15c ea.), 23 insulated containers (n.e. 1t ea.) in possession add 1 veh. (n.e. 4t 8c) art., 1 trl. (n.e. 4t 10c) art., to be acquired. Foodstuffs, frozen foods and fruits, potatoes, refrigerating plant and equipment, shopkeepers' sundries, machinery, chemicals, ships' gear and equipment, printed matter, garage equipment, and other goods as required, mainly for Ross Group, Ltd., and its associated companies, and on return goods for Ross Group and its associated companies and other general goods as required. To North Eastern Counties, North Western Counties, Midlands, Eastern Counties, London and Home Counties, South Eastern Counties, Southern England, S.W. Counties, Yorkshire, Scotland, S. Wales and as required.

EM 23/2/2.—**Hacketts Hauliers (1960), Ltd.**, Swadlincote, new A lic. 2 veh. (n.e. 4t 10c ea.) art. and 2 trl. (n.e. 4t 5c ea.) art. to be acquired. Mainly agric. produce and requisites, foodstuffs, machinery, steel, paper, chemicals, salt, paint, pipes, building materials, lime, oils, castings, Lancashire, Yorkshire, Cheshire, London, Midlands, Scotland. N.B. if granted, authority Woodcocks Transport (Midlands), Ltd., to replace 1 veh. (8t) by 1 veh. (n.e. 4t 10c) art. and 1 trl. (n.e. 4t 5c) art. and to replace 1 veh. (7t 15c) by 1 veh. (n.e. 4t 10c) art. and 1 trl. (n.e. 4t 5c) art. will not be taken up.

EM 23/2/3.—**R. E. Mason Transport, Ltd., Kilsby**, A var. Delete 6 veh. (32t 7c). Add 6 veh. (n.e. 7t 10c ea.) to be acquired.

EM 23/2/4.—**F. C. Bennett and Sons, Ltd., Kingston Blount**, A var. Add 2 veh. (n.e. 3t 10c ea.) to be acquired. Animal foods, bricks, cement, tiles, concrete products and agric. products, 80 miles.

EM 23/2/5.—**C. Gotzheim and Sons, Leighton Buzzard**, A var. Add 4 veh. (18t 4c). Mainly goods allied to the building trade, road making materials, steel components and occasional g.s.: North, East and West Midlands, South and West England. Cont. A lic. to be surrendered.

EM 23/2/6.—**P. Smith, Oswestry Ferry**, new B lic. 1 veh. (19c). Sunday newspapers from Scunthorpe Station for delivery within 15 miles. Short term lic. granted. Previously on C lic.

EM 23/2/7.—**C. W. Harrison (Contractors), Ltd.**, Thame. New B lic. 1 veh. (3t 10c). Cesspit contents, privy soil, sewage, sludges and waste liquids within 30 miles of Oxford and in any area for which B lic. is already held.

EM 23/2/8.—**Alsirat, Ltd., West Hallam**. New B lic. 3 veh. (n.e. 4t ea.) art. and 3 trl. (n.e. 4t 10c ea.) art. to be acquired. Goods for customers to and from storage depot, as required.

EM 23/2/9.—**T. Bygott and Son, Grimsby**, B var. Add 1 veh. (n.e. 4t) to be acquired. Timber for Joseph Green as required, solid fuels 100 miles, goods 60 miles.

EM 23/2/10.—**Tomlinson Bros. (Hucknall), Ltd.**, B var., delete 1 veh. (2t 12c). Add 1 veh. (n.e. 4t 10c) to be acquired.

EM 23/2/11.—**W. E. Andrew, Lincoln**, B var. Add 1 veh. (n.e. 3t 3c) to be acquired and one container (1t 5c). Goods for Kellogg and Co. (Great Britain), Ltd.

EM 23/2/12.—**Bells Warehousing and Haulage, Ltd., Lincoln**, B var. Var. cond., goods for G. Harrison and Son (Lincoln), Ltd., and Oliver Bros. (Seeds), Ltd., and goods for storage into and distribution from licensee's warehouses at Newark and Lincoln within radius of 65 miles, Lincoln.

EM 23/2/13.—**H. W. Dines and Co., Merton, Bicester**, B var. Add 1 veh. (8t 3c). Building mats. within 75 miles Oxford. Cont. A lic. to be surrendered.

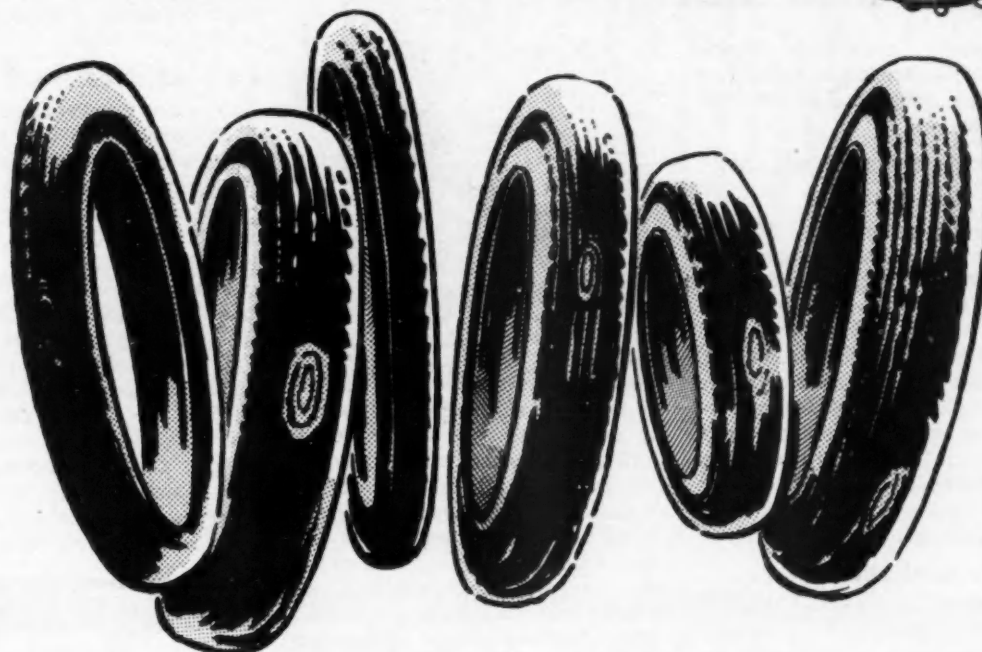
EM 23/2/14.—**J. G. Eccles and Co., Ltd., Santon, Scunthorpe**, B var. Add 1 veh. (n.e. 8t) tanker, to be acquired. Tar and bitumen for J. G. Eccles and Co., Ltd., subsidiary and associated companies and for Esso Petroleum Co., Ltd., any distance.

EM 23/2/15.—**A. Lliber, Wellingborough**, B var. Add 1 veh. (3t 3c). Goods for Whitworth Bros., Ltd., Victoria Mills, Wellingborough and Westabix, Ltd., Burton Latimer, as required. Cont. A to be surrendered.

EM 23/2/16.—**Parsons Brothers and Snape, Ltd.**, Lincoln, short-term B lic. 4 veh. (17t 18c). coal, coke and patent fuels for Smith, Parkinson and Cole, Ltd., as required. Three months from grant.

(Continued on page 163)

REMEMBER NATIONALISATION



MAINTAIN INDEPENDENCE!

Offer your scrap tyres, waste rubber and plastics to members of the Waste Rubber & Plastics Merchants' Association of Great Britain — every one an independent competitive firm

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WASTE RUBBER & PLASTICS MERCHANTS' ASSOCIATION OF GREAT BRITAIN

MOORGATE HALL, MOORGATE, LONDON, E.C.2 MON 7394

Shackle pins driven to scrap at only 43,000 miles

The operator trusted to regular manual lubrication, but he was robbing his bearing components of half their useful life.

Expensive replacements after only a year of service

Nowadays a commercial vehicle or bus operator reckons on a running life of 600,000 miles upwards for a new vehicle. It can cost him up to £10,000 and he obviously expects to get the best commercial use out of it. So he does not reckon on expensive replacements at only 43,000 miles—that is, most likely, within a year of purchase. It just doesn't pay him to lay up his vehicle for a week or more . . . nor does he like the heavy bill at the end of it all.

Regular lubrication but . . .

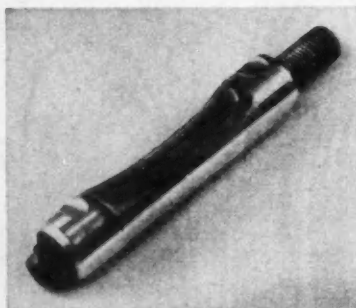
Now, this operator places his faith in manual lubrication and believes that he is doing the best by his vehicles. But is this really true? Ask him and he'll protest 'I lay up all my vehicles several hours a week for manual lubrication. What more can I do?'

Is manual lubrication enough?

Quite simply, he must realise that manual lubrication and even power-operated lubrication are irregular, inefficient methods of protecting the bearings of his vehicles. The vital film of lubricant is only spasmodically maintained on bearing surfaces. The result is that they are starved of lubricant for a large part of their lives, causing drastic wear that will turn them into scrap well before their time. Just take another look at the illustration!

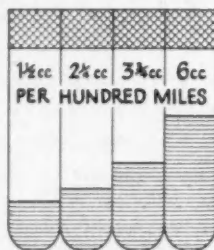
Does automatic chassis lubrication pay?

Now nobody likes laying up their vehicles once a week for servicing. It's a waste of valuable running time and, of course, can make a considerable cut in the number of payloads per week. So let's consider another method of lubrication — Tecalemit's Automatic Chassis Lubrication. The Syndromic System, operated by direct drive from the propeller shaft, provides a constant feed of lubricant in exactly metered quantities to all bearings at all times.



(The A.C.L. System does approximately the same for the smaller commercial vehicle or bus). It seems to us that the operator cannot go wrong — automatic chassis lubrication takes care of the lubrication of his vehicle for him. And, halving replacement bills and permitting vehicles longer time on the run, makes up for its cost and pays its way in a relatively short time. In fact, operators report that their outlay has been very quickly recovered — often within the first year of service.

How much oil does a bearing need?



In these tubes are the relative quantities of oil the various bearings on a commercial vehicle or bus require every 100 miles. Under the Syndromic System each bearing receives a shot of lubricant every mile. The great advantage of this system is that delivery of oil is in direct proportion to the size of the bearing and the load it has to carry, ensuring maximum lubrication efficiency with minimum oil consumption.

Bearing components in flood conditions

Many vehicles engaged on rescue work in the Essex floods some years ago were put out of commission due to corrosion and seizure of shackle and steering bearings. But it was found that on vehicles fitted with

Syndromic equipment including a large number of Essex County Council Ambulances, bearings were in perfect condition after several days continual operation in the worst flood areas.

Push-button chassis lubrication

The famous Gordon England Austin 7 was one of the first vehicles to carry a chassis lubrication system. A suction-operated, single plunger pump was controlled by a push button on the dash and, whenever the driver wished, oil could be automatically delivered to the chassis bearings through metering points. By 1926 automatic lubrication systems were fitted to many private cars. Some operated when the driver applied the brake, others when operating the clutch in the course of gear change. Tecalemit systems were adopted by A.C., Alvis, Daimler, Lagonda, Riley, Sunbeam and many other leading car manufacturers.

"Syndromic" & A.C.L. Fitting Stations

BASILDON, ESSEX	Bonallack & Sons Ltd., Neveendon Works.
BELFAST	A. S. Baird Ltd., Annadale Embankment, Ormeau Road.
BIRMINGHAM	Ryland Garage Ltd., Ryland Street, Off Broad Street.
BLACKBURN, LANCs	Primrose Third Axle Co. Ltd., Production Div., Lever Mill, Ewood.
BRIGHTON, YORKS	The Reliance Garage Co. (Brighton) Ltd., Wakefield Road.
BRISTOL	Coventry & Jeffs Ltd., Stafford Street, Bedminster.
BURTON-ON-TRENT	Kenning's Ltd., Derby Turn.
DUBLIN	Blackrock Engineering Works Ltd., Sweetman's Avenue, Blackrock.
DURHAM	Darham Industries (London) Ltd., Dragonville Industrial Estate.
EDINBURGH	The S.M.T. Sales & Service Co. Ltd., Roseburn Street.
GLASGOW	The S.M.T. Sales & Service Co. Ltd., 177, Finnieston Street.
LIVERPOOL	H. Woodward & Sons Ltd., Altcar Works, Formby.
LONDON	Normand Ltd., Cumberland Avenue, Park Royal, N.W.10. Nightingale Engineering Co. Ltd., Western Lane, Nightingale Lane, S.W.12.
MANCHESTER	Kenning's Ltd., 232, Cheetham Hill Road.
PLYMOUTH	Drake Motors Ltd., Laira Bridge Road.
PORTSMOUTH	J. H. Sparshatt & Son Ltd., London Road, Hilsa.
SHEFFIELD	Phillips Motor Services (Sheffield) Ltd., 443 Handsworth Road.
SOUTHAMPTON	J. H. Sparshatt & Son (Southampton) Ltd., The Causeway, Redbridge.
STOKE-ON-TRENT	Newcastle (Staffs.) Motors Ltd., Newcastle Road, Trent Vale.

TECALEMIT LUBRICATION ON THE RUN



SAVES TIME SAVES MONEY

Tecalemit Automatic Chassis Lubrication takes complete care of the lubrication of your vehicles while they are out on the road. Regular manual lubrication is cut out, allowing longer time in service and consequently more payloads. And, of course, improved lubrication means minimum wear on bearing components, lighter replacement bills, reduced road shocks, easier steering, less driver fatigue and greater reliability.

The **TECALEMIT SYNDROMIC SYSTEM** — lubricates up to 80 points on the larger commercial vehicle. Pipe lines are in vibration-proof Tecalemit Nylon Tubing, which can be coupled directly to moving parts. Thoroughly tested and proved in actual service all over the world.

The **TECALEMIT A.C.L.** Single Line Automatic Chassis Lubrication System — for light commercial vehicles and buses. Incorporates a small piston-type impulse pump and a ring main. Individual metering units serve up to 30 bearings. All pipe lines are in Tecalemit Nylon Tubing.

Full details from:
TECALEMIT LTD.
(SALES C.M.),
Victoria Road,
Feltham,
Middlesex.



Automatic Chassis Lubrication

TECALEMIT LIMITED PLYMOUTH DEVON

T.718

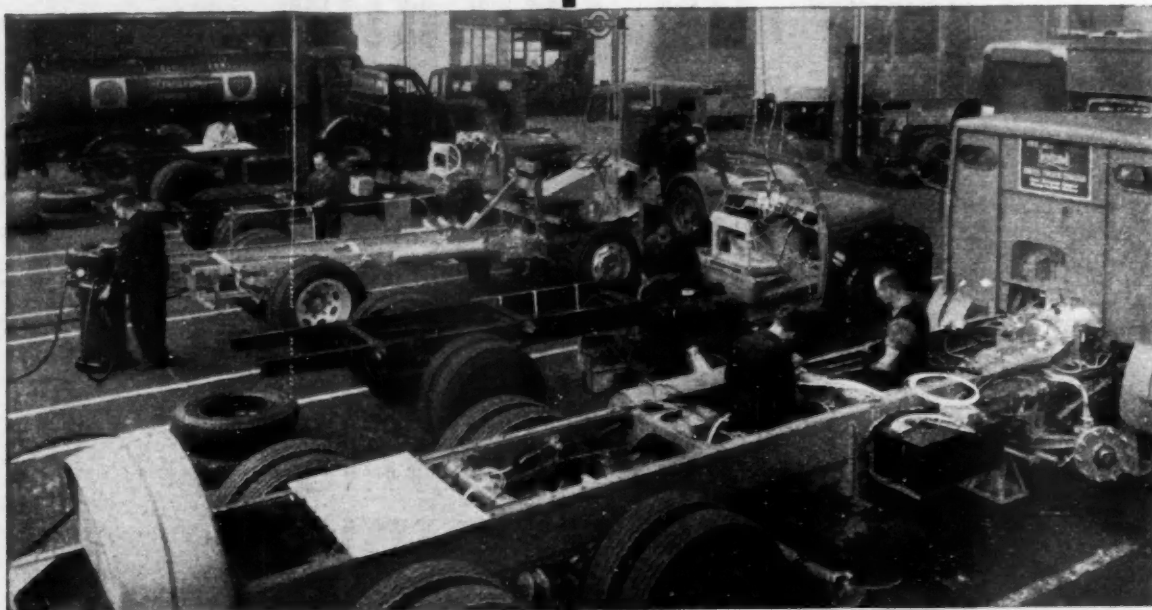
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TECALEMIT "SYNDROMIC"

The most developed mileage-controlled chassis lubrication system

Installation by

Normand



This lubrication system feeds every chassis point exactly the right amount of lubricant — while the vehicle is on the road.

This development makes Tecalemit "Syndromic" the most economical and efficient chassis lubrication system; it will prolong the working life of your vehicles, cut down 'time off the road' drastically and save lubrication costs.

Normand Limited are agents for Tecalemit "Syndromic" installation in the Greater London area. With over 3½ acres of workshop space and the most up-to-date plant, we are well equipped to install a system that will pay big dividends.

Manufacturers of alloy, composite and plastic bodies.

Suppliers of commercial vehicle chassis.

Mechanical, electrical and coachwork repairs of all types.

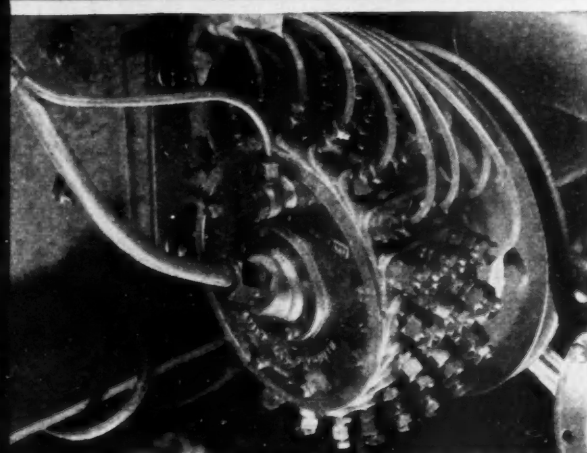
Heavy and medium exchange engine specialists.

Vehicle contract maintenance.

Contract painting.

Fitting agents for Tecalemit mileage-controlled chassis lubrication.

ALL UNDER THE SAME ROOF AT



Top photograph: A section of our Tecalemit "Syndromic" fitting bay.
Lower photograph: A 60-unit pump with nylon feed tubes.

Normand

NORMAND LIMITED, PARK ROYAL, LONDON, N.W.10 (Telephone: Elgar 7757: 8 lines) and Depots

EM 23/2/17.—**Falmer and Brennan, Ltd.**, Oakerthorpe, Short-term B lic. 1 veh. (4t 6c). Deep-mined coal from ground stocks at Renishaw Park Colliery to Coventry on behalf of Michael and Partners, Ltd., Chesterfield, to the order of Frank Knight, Ltd. Three months from grant.

EM 23/2/18.—**J. J. Waugh, Tibshelf**, Short-term B lic. 1 veh. (3t 19c). Deep-mined coal from stocks at Renishaw Park Colliery to Coventry on behalf of Michael and Partners, Ltd., Chesterfield, to order of Frank Knight, Ltd. Three months from grant.

WEST MIDLAND

Applications

WM 23/2/1.—**W. R. Hill and Sons, Ltd.**, Pontesbury, A var. Add 2 veh. (7½t) T. Mainly solid fuels, clay, agricultural produce and building materials, within 75 miles radius; road-making materials within 170 miles. Now on B lic.

WM 23/2/2.—**Watt, Gobowen**, A var. Add 2 veh. (15½t). Mainly steel and metal components, Midlands, South Wales and Lancashire.

WM 23/2/3.—**R. Johnson, Rowley Regis**, A var. Add 1 veh. (2½t). To be acquired. Manufactured goods, steel and steel sheets 30 miles.

WM 23/2/4.—**J. L. Ewers, Birmingham**, new B lic. 1 veh. (4½t) T. Building contractors' goods, 35 miles.

WM 23/2/5.—**Dean Transport, Brierley Hill**, new B lic. 1 veh. (6½t) T. Foundry materials, coal, coke, 125 miles.

WM 23/2/6.—**Fison's Ltd., Shifnal**, New B lic. 1 art. (3t), 1 trl. (2½t). Fertilizers, basic slag, lime and salt, 100 miles.

WM 23/2/7.—**S. T. W. Priest, Stourbridge**, New B lic. 5 veh. (16½t) 3 flats 2 T. Building and refractory materials for E. J. and J. Pearson, Ltd., and their subsidiary and associated companies, as required. Cont. A lic. to be surrendered.

WM 23/2/8.—**E. F. D. Jones, Walsall**, New B lic. 1 veh. (1t) to be acquired. Towing of caravans within 250 miles.

WM 23/2/9.—**G. Corbett, Birmingham**, B var. delete 1 veh. (2½t) add 1 veh. (4½t) T. Vary cond.: coil, and del. of coal for Wilson, Carter and Pearson, within 35 miles of Birmingham.

WM 23/2/10.—**A. G. Lowe and Sons, Birmingham**, B var. Add 1 veh. (3½t). Goods for Bulpitt and Sons, Ltd., and B.K.B. Electric Motors, Ltd. Cont. A lic. to be surrendered.

WM 23/2/11.—**Furness and Parker, Ltd.**, Coventry, B var. Base: Coventry Civic Airport, Baninton. Vary cond.: on 22 veh.; motor cars on wheels as required, G.B. (at present restricted to motor cars on wheels, except Jaguar cars, for export, as required, G.B.). Vary cond. on 2 veh.: motor cars on wheels, except Rootes Group cars, for export, G.B. as required. (At present restricted to: motor cars on wheels except Jaguar Cars and Rootes Group cars for export, G.B.)

WM 23/2/12.—**J. E. Lewis, Shifnal**, B var. Add 1 veh. (4½t). Haulage and spreading of lime, fertilizers and limestone within 100 miles of base. Vary existing cond. to incl. haulage and spreading of agric. lime, fertilizers and limestone, 100 miles.

WM 23/2/13.—**E. T. Costin, Willenhall**, B var. Add 1 veh. (3½t) to be acquired. Goods for Rubery Owen, within 30 miles, del. to production depots, at Wrexham and Whitechurch.

Decisions

WM 23/2/14.—**Spartan Steel and Alloys, Ltd.**, Aston, B var. Add 2 veh. (6½t) van (3½t), granted.

WM 8/12/3.—**S. Howells, Birmingham**, new B lic. 1 veh. granted, goods for Harvey Co., Ltd., furnishes, within 25 miles.

WM 17/11/2.—**L. James, Tipton**, new B lic., grant for 2 veh., goods for Steel Parts, Ltd., as required.

WM 29/12/1.—**A. Smith, Birmingham 9**, new A lic., adjourned.

WM 22/12/5.—**L. J. Barratt, Oswestry**, new B lic., granted.

WM 5/1/3.—**J. W. F. and C. Ravenscroft, Ellesmere**, new B lic., grant for 1 veh., road timber from selling sites, within 150 miles.

WM 15/12/4.—**Express Motor Carriers (Oswestry), Ltd.**, A var., granted.

WM 29/12/2.—**R. A. Swain, Church Stretton**, A var., granted bus "Mainly" deleted from N.U.

WM 15/12/6.—**John Bromley and Sons, Church Stretton**, B var., granted.

WM 8/12/2.—**British Railways, Birmingham**, A var., granted.

WM 22/12/2.—**British Railways, Wolverhampton**, A var., granted.

WM 26/1/4.—**B. F. G. Rainbow, Ltd., Rugby**, new B lic., adjourned.

SOUTH WALES

Decisions

SW 11/1/2.—**Western Roadways (Cardiff), Ltd.**, A var., refused.

SW 25/1/4.—**E. Boyle and Son, Penarth**, A var., granted, to be used as maintenance veh. when operators lic. veh. are out of commission.

SW 25/1/5.—**W. D. Blakeman, Cardiff**, new B lic., withdrawn.

SW 16/1/4.—**R. Williams, Newport**, A var., adjourned.

SW 21/1/9.—**T. Griffiths, Cwmcaru**, B var., granted, goods for Monmouthshire County Council and concessionary coal for N.C.B., within 30 miles.

SW 14/12/3.—**E. Lewis and Son, Pontardulais**, A var., granted.

SW 11/1/3.—**Harvey and Lee, Llanelly**, A var., refused.

SW 25/1/3.—**E. Thomas, Llanelly**, A var., granted as amended, delete 1 veh. (4t) add 1 veh. (5t). Normal operators to be goods for Pullman (Spring Filled) Co., Ltd., Ammanford, to London.

North West and North East of England, Midlands and Glasgow. Milk produce, coal, agric. foodstuffs in South Wales, Bristol and London areas.

SW 11/1/2.—**Price Bros. and Evans, Portardawe**, new B lic., withdrawn.

SW 11/1/3.—**E. J. Miles and Sons, Ltd.**, Port Talbot, B var., granted on agreed terms, goods for the Steel Co. of Wales, scrap, road and building mats., plant, excavated matter, coal and work for the Glamorgan County Council, within 35 miles.

EASTERN

Applications

E 20/2/1.—**Pointers Transport Services, Ltd.**, Norwich, new A lic., 45 veh. (3 art.) (199½t) 2 veh. (17t) to be acquired; 5 trl. (3 art.) (20½t). Excavated building and road mats., plant, agricultural goods, foods and all work for Pointer Group. If granted B lic. will be surrendered.

E 20/2/2.—**E. H. Lobb, Maulden**, A var. add 1 veh. (5½t), to be acquired.

E 20/2/3.—**Riddifords (Brampton), Ltd.**, A var., add 7 veh. (28t). If granted A Cont. lic. will be surrendered.

E 20/2/4.—**J. W. Leggett, Ltd.**, Beccles, A var., add 1 veh. (3½t) art., to be acquired and 1 trl. (2½t) art., with detachable livestock container (2½t) in substitution for 1 veh. (3t).

E 20/2/5.—**W. Nishimale and Co., Ltd.**, Cambridge, B var., add 1 veh. (3½t). Goods for Handypack, Ltd., 100 miles, fragile goods for Whitford Manufacturing Co., Ltd., 60 miles.

E 20/2/6.—**Simpsons (Fosdyke), Ltd.**, Moulton Marsh, B var., add 2 veh. (7t). Haulage within 30 miles; agricultural and market garden produce collected within six miles to London, Midland and Northern markets; all radii of Fosdyke P.O.; goods for Lawes Chemical Co., Ltd., and Sam Fletcher, Junior. Cont. A lic. to be surrendered.

Decisions

E 28/11/8.—**A. J. Martin, Peldon**, new B lic., refused.

E 28/11/2.—**A. Bell (Stockton), Ltd.**, Costessey, new A lic., 1 veh. granted.

E 28/11/9.—**Frank Spandler, Great Yarmouth**, B var., granted on amended terms.

E 31/10/5.—**D. M. Brown, Southend-on-Sea**, new B lic., refused.

WESTERN

Applications

W 21/2/1.—**Armstrong Transport, Verwood**, new A lic., 3 art. veh. (14t 4c) (Tractors 2t 12c, 2t 6c, trls. 2t 7c, 2t). Semi-low ldr., 2t 11c). Mainly reconditioned goods, prefabricated buildings, caravans and light plant and machinery. G.B. Note.—2 art. veh. (9t 5c) Tractors (2t 8c, 2t 6c) trls. (2t 11c, 2t) on cont. A lic. "Goods of Reconditioners, Ltd.," and 1 art. veh. (4t 19c) (Tractor 2t 12c, trl. 2t 7c), specified on cont. A lic. Goods of J. E. Lester and Sons, Ltd.

W 21/2/2.—**Pioneer Haulage, Ltd.**, Beer, A var., 1 veh. (4t 19c), in lieu of 1 veh. (2t 18c).

W 21/2/3.—**J. B. Wheaton, Chard Junction**, A var. add 1 veh. (3t) to be acquired. G.g. mainly foodstuffs, animal feeding stuffs, timber, steel, pre-stressed concrete, casks and cases and agric. produce and requisites normally within 150 miles.

W 21/2/4.—**S.C.C. Transport (Devizes), Ltd.**, A var., 8 art. veh. (32t) 6 art. trls. (18t 5c) to be acquired in lieu of 8 art. veh. (24t 8c) and 6 art. trls. (17t 4c).

W 21/2/5.—**A.R.C. Transport Co., Ltd.**, A var. add 1 veh. (5t 15c). Goods of Poultry Farmers of Devon and Cornwall, Ltd., and other agric.

produce and machinery normally within 200 miles. At present on cont. A lic. Goods of Poultry Farmers of Devon and Cornwall, Ltd.

W 21/2/6.—**P. G. Furnell, Upton (Dorset)**, A var., add 2 veh. (8t), to be acquired. G.g. mainly building mats. normally within 200 miles.

W 21/2/7.—**R. J. Hacker, Bristol**, new B lic., 1 veh. (4t 3c) T. Solid fuel and quarry mat. within 150 miles.

W 21/2/8.—**W. C. Tuck, Caincross**, new B lic. 1 veh. (3t 3c) T. G.g. within 40 miles. At present on cont. A lic. Goods of Hoffman (Gloucester), Ltd.

W 21/2/9.—**D. J. Gwilliam, Edington**, new B lic., 1 veh. (3t 4c). Agric. goods within 100 miles. At present on C lic.

W 21/2/10.—**F. Cook and Son (Winterbourne), Ltd.**, Frampton Cotterell, new B lic., 1 veh. (3t 4c). Livestock within 200 miles, other goods within 20 miles.

W 21/2/11.—**Stan But Transport, Bristol**, B var., add 1 veh. (3t) T. Goods for Poole Bros., Galbraith and Co., Ltd., within 30 miles; road and building mats. from or to non-rail connected sites or premises within 30 miles; solid fuel from rail-connected sidings or premises within 30 miles. At present on cont. A lic. Goods of Poole Bros., Galbraith and Co., Ltd.

W 21/2/12.—**J. T. Carpenter and Son, Crudwell**, B var., add 1 veh. (6t 10c) T., to be acquired. Solid fuel within 120 miles; agric. products and requisites within 60 miles.

W 21/2/13.—**F. Tucker, Exeter**, B var., add 1 veh. (4t) T., to be acquired. Goods for Western Counties Brick Co., Ltd., and associated companies any distance; building plant and mats. and foundry mats., within 75 miles; goods for Co-ordinated Traffic Services within 40 miles, collection and delivery of goods from licensees within 40 miles, other goods within 25 miles.

W 21/2/14.—**F. Tucker, Exeter**, B var., 2 veh. (7t 6c) T., in lieu of 2 veh. (5t 5c) T.

W 21/2/15.—**R. L. Starr, Frome**, B var., add 1 veh. (3t 15c). Quarried mats. and tarmacadam within 150 miles; concrete building blocks within 60 miles, goods of Crecs Bros., as required. At present on C lic.

W 21/2/16.—**C. H. Taylor, Holsworthy**, B var., vary cond., g.g. within 125 miles, goods collected within 15 miles for delivery to London, agric. goods for Thos. Oke, Ltd., within 200 miles with 1 veh. (3t 9c).

Decisions

W 20/12/1.—**Lockyer's Transport, Ltd.**, Exeter, new A lic., adjourned.

W 3/1/3.—**S. P. Gunn and Sons (Coal), Ltd.**, Okhampton, B var., withdrawn.

W 3/1/2.—**A. J. Gregory and Son, North Tawton**, A var., add 1 veh. (6t) container (2t), granted.

W 20/12/4.—**W. S. Field, Wick**, A var., granted.

W 17/1/8.—**G. R. Gurr, Ltd.**, Chedworth, B var., add 1 art. (5t 17c) low-ldr., withdrawn.

METROPOLITAN

Applications

M 23/2/1.—**E. Goldsmid (1936), Ltd.**, London, E.C.3, A var. Add 12 veh. (42t) flats to be acquired, G.g. within 25 miles of Tower Hill, occasional longer journeys.

M 23/2/2.—**L. T. Redburn, Ltd.**, Enfield, A var. Add 6 veh. (25t 10c) and 6 trl. (19½t). G.g. G.B.

M 23/2/3.—**T. H. Benton, North Kensington**, W.10, New B lic. 1 veh. (4t 17c) tipper, 1 veh. (5t 4c) tipper. Hand-loaded coal and coke in bulk, within 40 miles.

Decisions

M 30/11/6.—**H. C. Beadle, Hertford**, new B lic., granted.

M 9/11/7.—**G. A. Simfield and Son (London), Ltd.**, S.E.2, A var., add 1 art. (2½t) granted, 2 veh., 1 trl., granted.

Eight-wheel braking is a feature of this A.E.C. Mammoth Major, recently delivered by Harry Dando, Chipping Sodbury, to G. Willmott, Wells, Somerset. This concern has over 20 A.E.C.s in its fleet, and has been operators of this marque for nearly 40 years.



Planning for Profit

Costing Solo and Trailer Working



Alfred Dexter, Ltd., 33, Southampton Street, London, W.C.2, have recently taken delivery of this Atkinson eight-wheeler, seen here with a neat load of boxed oranges. The chassis has a Gardner 6LX oil engine, six-speed synchromesh gearbox and air-hydraulic brakes.

FLUCTUATION in loadings is always a major problem for transport operators. Except possibly in highly specialized ancillary working—when not only the type of traffic is standardized, but also the quantity in many instances—for most operators the best that can be achieved in the selection of a vehicle is an economic compromise. To some extent large fleet users have the advantage in this respect that a range of sizes of vehicle can be operated to meet most occasions. Where small fleets are concerned, however, the advantages to be gained in standardization and resulting flexibility by the adoption of one type of vehicle may more than outweigh the saving to be obtained by the supply of a vehicle to fit each and every load.

To meet the demand of fluctuations in available traffic established operators will obviously have decided from past experience what is the average size of vehicle suitable for their kind of work. From this basis it would then be possible to decide to what extent it would be economic to make some provision to carry the additional tonnages as and when available, without having to resort to hiring other vehicles. The two main factors to be considered in this respect would be the extent to which the additional tonnage exceeded the average load and the frequency with which this occurred.

Three alternatives would then be available to meet such a situation. If all vehicles in the fleet had a carrying capacity slightly above the average loading, the additional fleet carrying capacity would be substantial without undue addition to the operating cost of each vehicle. A second alternative would be to provide a spare vehicle (or vehicles according to the size of the fleet), whilst limiting the size of vehicle appropriate to the average load. Some difficulty could arise here, however, regarding the availability of spare drivers to man these vehicles. In addition, in the majority of cases, it would not be practicable repeatedly to de-licence such spare vehicles, so that a substantial proportion of standing cost would have to be borne whether the vehicle was used or not.

ANOTHER method employed to meet seasonal fluctuations is the use of drawbar trailers. The advantage offered by this type of operation is a substantial increase in carrying capacity per vehicle with only a relatively modest increase to the total operating cost of both vehicle and trailer. When not in use the standing costs which still have to be met are only a fraction of those which would correspondingly apply where a spare vehicle was kept for the same purpose.

The provision of the necessary statutory attendant should not present the same difficulty as would apply to the engage-

*Big Tonnages Plus Big Mileages
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Costs for Moving Loads of 9 Tons
to 24 Tons*

ment of a driver for a spare vehicle. It must be admitted, however, that there are some types of operation where trailer working would not be suitable, due to limited access or for other reasons.

Before giving an example of the relative operating costs obtained from the use of a combination of heavy goods vehicles of various carrying capacities with or without an 8-ton drawbar trailer, it will be useful to state briefly the legal position relative to maximum load and dimensions when engaged in this type of operation. The maximum gross laden weight for the several vehicles or outfits detailed here are as follows:—Four-wheeler 14 tons; six-wheeler 20 tons; eight-wheeler 24 tons and trailer 14 tons. A vehicle and trailer together, when fitted with power-assisted brakes, must not exceed 32 tons.

Rigid goods vehicles, whether four- six- or eight-wheelers must not exceed 30 ft. in length whilst the trailer is limited to 22 ft. As all the vehicles detailed here have an unladen weight exceeding 4 tons they could be up to 8 ft. in width.

The first of the solo vehicles to be dealt with will be the 9-ton four-wheeler in the quality-produced class. With an unladen weight of around 4 tons 10 cwt., the annual licence duty—when operating solo—would be £60, the equivalent of £1 4s. 0d. a week, based on a 50-week year. This allows for two weeks per annum when the vehicle may be off the road for driver's holiday or major overhaul, and the remaining standing costs are similarly calculated.

ASSUMING the vehicle is operated in Grade I areas as determined by the Road Haulage Wages Regulations R.H.(70), driver's wages for a basic week of 44 hours will amount to £10 2s. 5d. This includes additions for National Health and voluntary employers' liability insurance contributions, together with an allowance for two weeks' holiday with pay. It is appreciated that in specific instances the actual amount of overtime work could be included in this item of wages. But when dealing with average figures, no corresponding average overtime relative to mileage run can be formulated, for which reason the amount relative to a standard basic week is given.

Rent and rates in respect of garaging the vehicle are assessed at 12s. 3d., whilst insurance is reckoned to add £1 9s. 3d. a week. This is based on an annual premium of £73 4s. 0d., inclusive of the increases in motor vehicle insurance recently announced.

It will be assumed that the initial outlay on this particular type of vehicle will be £2,890. Allowing for a nominal interest rate of 3 per cent. on this outlay, the resulting interest charge would be the equivalent of £1 14s. 8d. The total for these five items of standing cost is £15 2s. 7d. It will be assumed throughout that all vehicles average 800 miles per week, so that the standing cost per mile in this instance would be 4.54d.

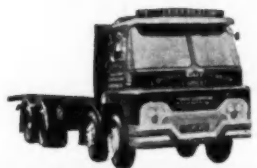
(Continued on page 165)



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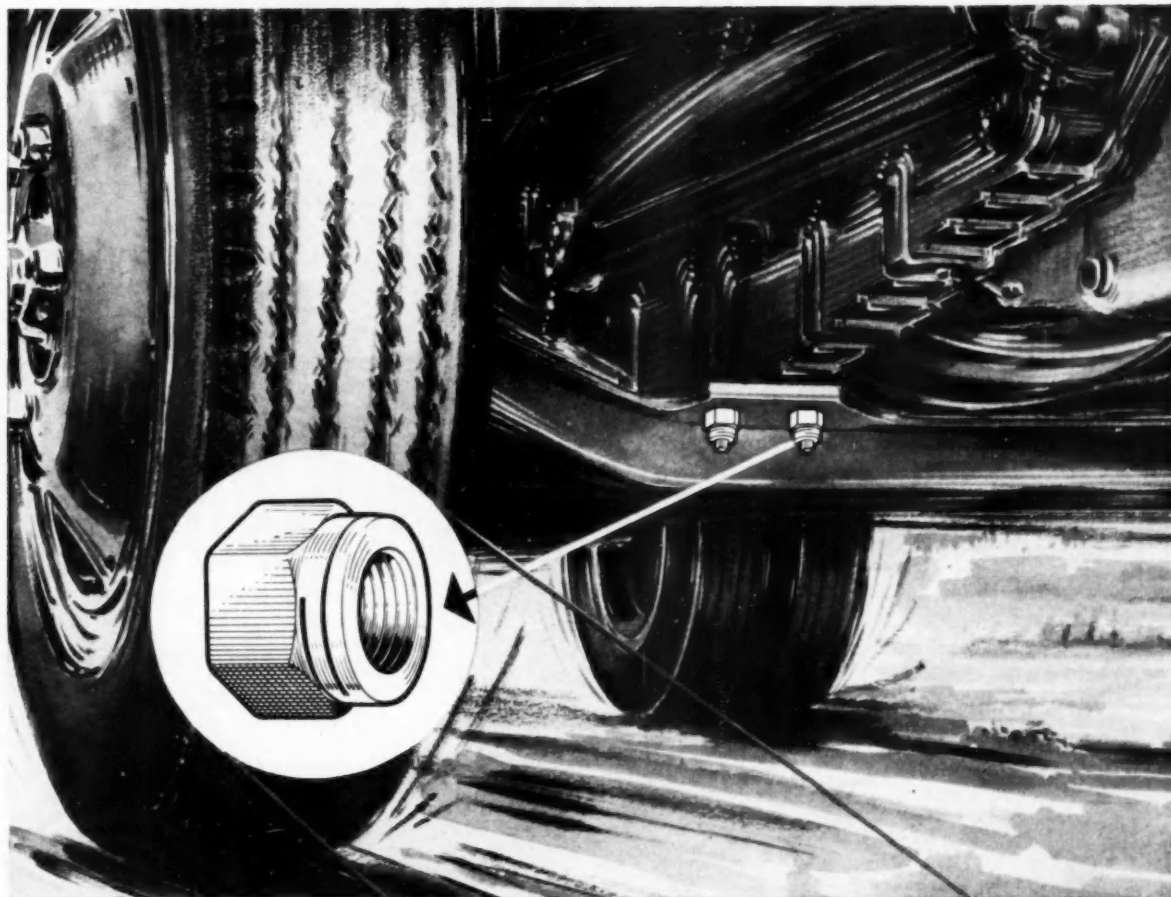
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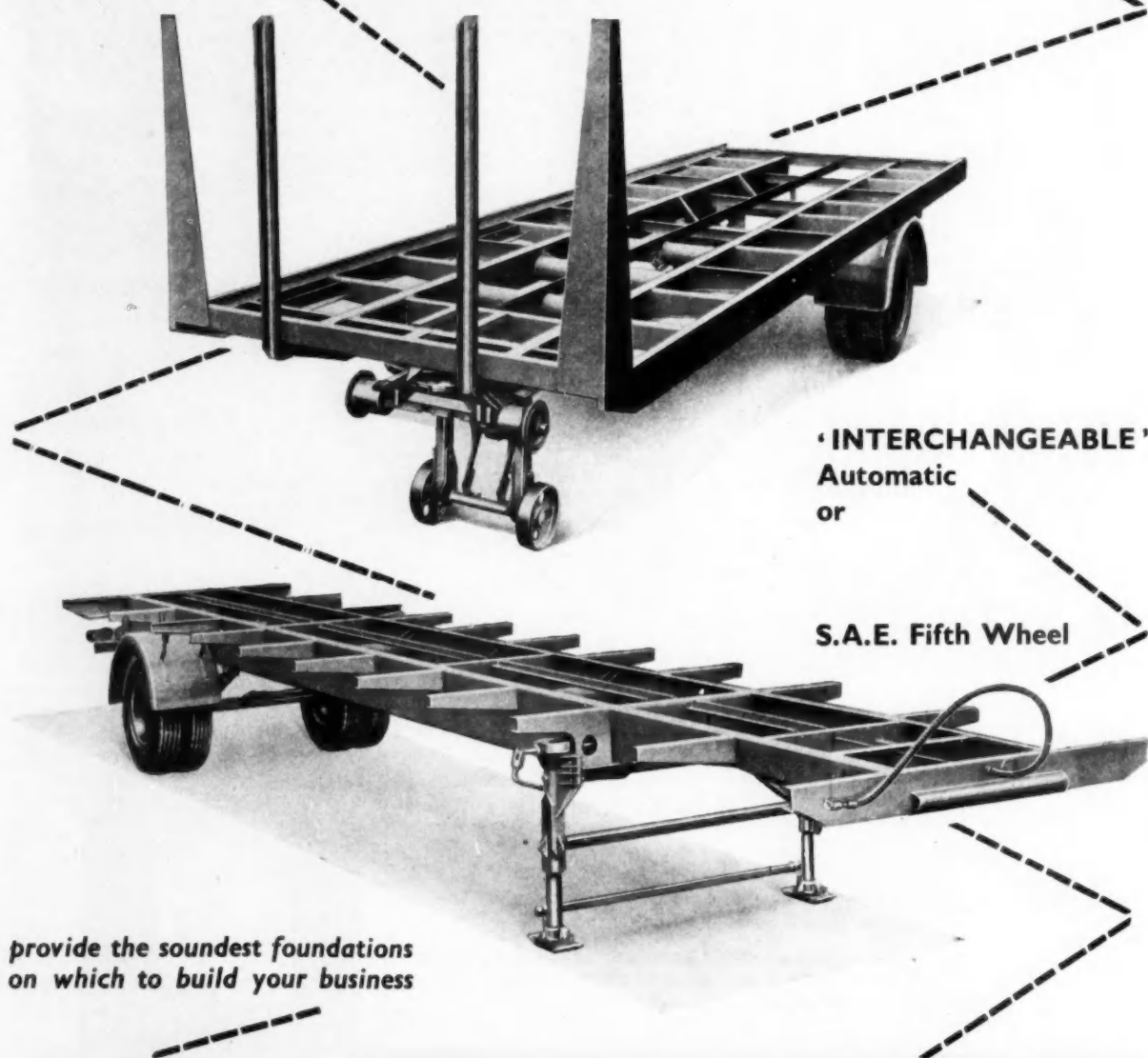
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Similarly it will be assumed that fuel is purchased in bulk at 3s. 10½d. per gal. and, with this four-wheeler averaging 12 m.p.g., the fuel cost per mile would amount to 3.90d. Lubricants are reckoned to cost 0.26d. and tyres 1.82d. This is on the assumption that a set costs around £300, with an anticipated mileage life of 40,000.

Maintenance is assessed at 2.46d. per mile, inclusive of servicing and washing, whilst depreciation adds 2.11d. per mile. To obtain this latter figure the cost of the original set of tyres is deducted from the price of the vehicle, together with an allowance for the ultimate residual value, leaving a balance to be written off of £2,637. A vehicle life of 300,000 miles is assumed. The total running cost per mile is therefore 10.55d., giving a total operating cost of 15.09d. per mile.

WHEN maintaining an average of 800 miles a week the total running cost each week will be £35 3s. 4d., and the total operating cost £50 5s. 11d. a week.

The six-wheeler will carry a load of 13 tons and costs £3,840. Its unladen weight of 6 tons 15 cwt. incurs an annual licence duty of £105, the equivalent of £2 2s. 0d. a week. Wages will now be payable in the next higher category and amount to £10 9s. 0d. a week, inclusive of similar additions and allowances as made in respect of the four-wheeler.

Rent and rates will be reckoned slightly higher at 12s. 10d. a week, but because of both the increased initial outlay and additional carrying capacity the weekly cost of insurance will be increased to £2 1s. 5d. on the basis of an annual premium of £103 16s. 0d. Weekly interest charges will also be higher and amount to £2 6s. 1d. Total standing costs each week are thus £17 11s. 6d., the equivalent of 5.27d. per mile.

With a slightly increased rate of consumption, namely 10 m.p.g., fuel cost per mile amounts to 4.68d. Lubricants are reckoned to cost 0.27d. and tyres 2.12d. per mile. This increase is due to the higher cost per set for a six-wheeler (£350), although the anticipated mileage life remains the same at 40,000. Maintenance is assessed at 2.80d. and depreciation at 2.44d. per mile, using the same procedure as before.

Total running costs for this six-wheeler are therefore 12.31d. and the total operating costs 17.58d. per mile. The corresponding running costs each week are £41 0s. 8d. and the total operating cost per week £58 12s. 1d., still assuming an average weekly mileage of 800.

The eight-wheeler is reckoned to cost £4,075 and can carry a load of 16 tons. With an unladen weight of 7 tons 10 cwt., the annual licence duty would be £120, giving an equivalent weekly cost of £2 8s. Wages will be in the next higher category and amount to £10 16s. 10d. a week, whilst rent and rates add 13s. 4d. a week.

Based on the same scale of rates as previously employed, the corresponding insurance premium for this eight-wheeler will be £124 per annum, the equivalent of £2 9s. 7d. a week. Because of the increased initial outlay, interest charges will also be higher at £2 8s. 10d. a week. The standing cost is therefore £18 16s. 7d. a week or 5.65d. per mile.

With a rate of fuel consumption of 9 m.p.g., fuel cost per mile will amount to 5.19d. whilst lubricants are assessed at 0.28d. per mile. A set of tyres for this multi-wheeler are reckoned to cost £425, giving a tyre cost per mile of 2.54d. still assuming a mileage life of 40,000. Maintenance is assessed at 3.01d. and depreciation at 2.56d. per mile. This gives a running cost of 13.58d. per mile or £45 5s. 4d. a week. Correspondingly the total operating cost is 19.23d. per mile and £64 1s. 11d. a week.

To avoid undue complication it will be assumed that the cost of operating the trailer will be the same whether the four-, six- or eight-wheeler is coupled to it. As all these vehicles have an unladen weight of over 4 tons, the additional annual licence duty payable in respect of the

trailer will be £20 or the equivalent of 8s. a week. Incidentally it is assumed in all cases that the trailer would be licensed for use throughout the year rather than intermittently, since the incentive to do this would be substantially less than would be the case when de-licensing a spare vehicle.

Making similar allowances as before, the total cost of the attendant's wages is reckoned at £9 9s. 1d. But some addition will also have to be made to the driver's wages due to the fact that the statutory rates will fall in a higher category whenever his vehicle is towing a trailer. The actual difference will vary according to the type of solo vehicle employed, and in these particular examples would average 14s. 4d. a week, giving a total of £10 3s. 5d. attributable to the cost of wages when a drawbar trailer is in use. No attempt has been made to adjust this addition relative to spasmodic working, so that vehicle and trailer will be both licensed and manned for use throughout the year.

GARAGING the trailer is reckoned to add 9s. 9d. a week and insurance 5s., based on an annual premium of £12 12s. There can be wide variations in the cost of drawbar trailers relative to individual specification. This platformed version, capable of carrying a load of 8 tons, is estimated to cost £920 with a resulting interest charge of 11s. 1d. per week. The total for these five items of standing costs is therefore £11 17s. 3d. with a corresponding cost per mile of 3.56d., at 800 miles a week.

In order to obtain the additional fuel cost when operating with a trailer, it is necessary to average the difference in the rate of consumption as compared with solo operation. It will be assumed in all three cases that there is a difference of 2.50 m.p.g. or 1.81d. per mile. Lubricants are reckoned at 0.03d. per mile and tyres 0.99d. per mile. Maintenance is reckoned to cost 0.50d. per mile, as is depreciation. This gives a total running cost of 3.83d. per mile and £12 15s. 4d. a week. Correspondingly the total operating cost is 7.39d. per mile and £24 12s. 7d. a week.

When running solo the respective operating costs per mile are: 9 tonner, 15.09d.; 13-tonner, 17.58d.; 16-tonner, 19.23d. Coupled to the trailer the corresponding figures are 22.48d.; 24.97d.; 26.62d.; with respective loading capacities of 17 tons, 21 tons and 24 tons. As is to be expected, the lowest cost per ton-mile—1.11d.—is obtained when operating the eight-wheeler coupled to the trailer, compared with 1.20d. returned by the eight-wheeler operating solo.

Other costs per ton-mile are as follows:— six-wheeler (operating solo) 1.35d. and with trailer 1.19d. The corresponding figures for the 9-ton four-wheeler are:— solo 1.68d. or 1.32d. with the trailer. The extent to which underloading would increase actual costs could only be determined relative to individual circumstances. S.B.



Seen at work on the Hyde Park Corner development site, this Dodge-York six-wheeler is operated by Henry Streeter (Transport), Ltd., Croydon. It was supplied by Mayday Motors, Ltd., Croydon, and has a Pilot 10-cu.-yd. U-shaped light-alloy body and twin underbody rams.

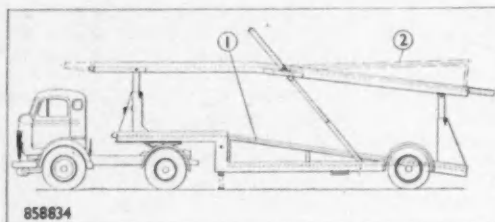
Car-transporter Improvements

A CAR-TRANSPORTER, which can be adapted to carry general goods and so obtain return loads is shown in patent No. 858,834. (Carrimore Six-Wheelers, Ltd., and A. Line, both of Carrimore Works, Great North Road, London, N.12.)

The drawing shows a transporter on which vehicles can be carried on both the upper and lower decks. The slope of the decks makes them unsuitable for

alternative loads and the remedy proposed is to make the lower ramp (1) a detachable member.

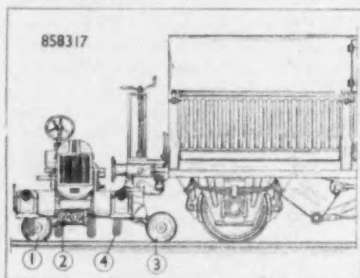
When this is removed from the position shown, turned upside down and replaced on the top deck (as indicated in chain lines at 2) it creates a large area of flat platform on both decks. This can be usefully employed when return loads are available.



858834

ROAD OR RAIL TRACTOR

A VEHICLE having two systems of wheels, one for use on the road, the other on railway lines, and intended for use in railway or works shunting yards, forms the subject of patent No. 858,317. (Rhein Stahl Siegener Eisenbahnbedarf A.G., Dreis Tiefenbach, Kreis Siegen, Germany.)



The drawing shows the vehicle on its rail wheels, which lie at right-angles to the road wheels. The rail wheels are mounted on a hinged frame and can be swung down by hydraulic or other means, to raise the vehicle as shown. At the same time some of the load of the rail vehicle is taken over to increase the traction at the wheels. The pair of wheels (1) are lowered about a pivot (2), but the other pair (3) are mounted on a linkage that moves them outwardly as well, so that the load is applied within the wheelbase to prevent tipping.

One or both sets of rail wheels may be powered, the drive being transmitted by chains and sprockets, not shown. The tractor vehicle is otherwise of normal design, and because its road wheels (4) are set at right-angles to the others, it can be run on to the rail track at any desired point.

CLUTCH FOR LOCKING DIFFERENTIAL

PATENT No. 858,528 shows a hydraulically operated plate-clutch incorporated in a differential to enable a solid drive to be obtained. (General Motors Corp., Detroit, Michigan, U.S.A.)

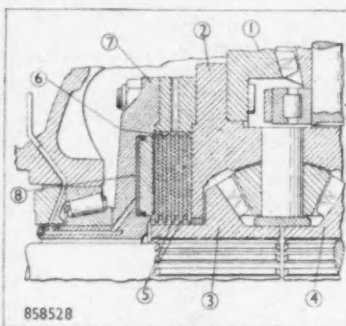
The drawing shows part of a conventional differential gear, in which 1 is the crown wheel, and 2 the differential cage. The bevel wheels (3 and 4) are splined to the half shafts in the usual way.

One bevel wheel is provided with

external splines (5), which carry the inner member of a plate-clutch (6). The outer plates are held in an extension (7) of the differential cage.

When the clutch is engaged, the action is to lock one bevel wheel to the cage and therefore also to the crownwheel. This renders the whole differential inoperative, so that both bevel wheels are positively driven.

The clutch is operated by hydraulic fluid which is fed to the end face of an annular piston (8) and the patent also shows the system to provide the hydraulic pressure. This incorporates a pump and hand-control valve, and uses oil from the differential sump.

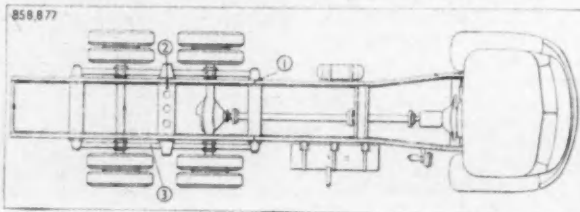


858528

CHASSIS EXTENSION

A CONSTRUCTION for modifying an existing vehicle to increase its load-carrying capacity forms the subject of patent No. 858,877. It is proposed to extend the frame side-members and to fit additional cross-members and a non-driven axle. (Universal Power Drives, Ltd., Aintree Road, Perivale, Middlesex.)

The drawing is a plan view of the extended vehicle. The original frame is cut at the point (1) and extra members are butt-welded on. The joined frame is strengthened by internal



858877

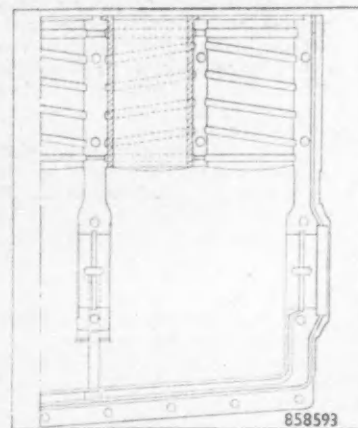
angle-members running from front to back.

Three cross-members (2) are attached by bolts which also hold the spring brackets. Four semi-elliptic springs (3) are used; these are joined by a rocking beam having arms of unequal length. This is done to cause the driven axle to be loaded more heavily than the trailing one, which is fully braked.

DIE-CAST ENGINE CASING

I NTERESTING proposals for the rapid production of four-cylinder engines are disclosed in patent No. 858,593. This describes a scheme for forming the cylinders, crankcase and other parts by pressure die-casting. (Engineering Research and Application, Ltd., London Road, Dunstable, Beds.)

One of the novel features is that half a cylinder block and half a crankcase are cast in one piece, the joining surface lying



858593

in the vertical plane of the cylinder bore axes. In other words, the cylinders are cast in semi-circles. The drawing, one of many, shows part of a cylinder block and crankcase.

In assembly, the cylinders would be fitted with liners, and the extreme accuracy of die-casting enables oilways and helical cooling passages to be provided. This patent is the first of three on the subject, the other two being numbered 858,594 and 858,595.

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15. 15	3. 13	46-48
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10. 10	0	190
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1961-62

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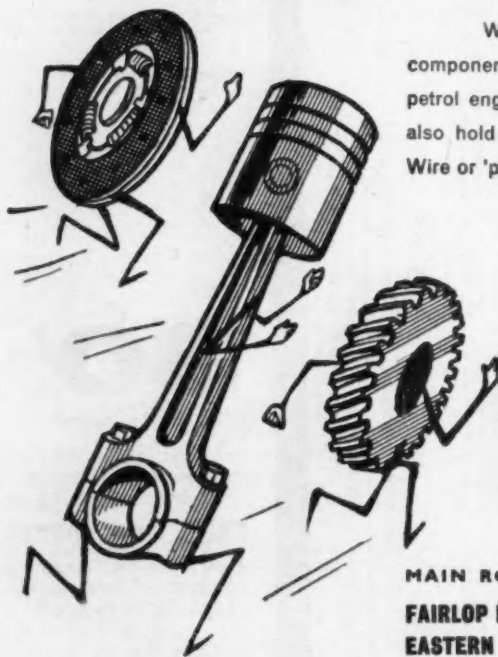
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1960	BEDFORD (Petrol) 41-seater Duple. Many extras, 20,000 miles, two of, Glasgow and Preston	£3,500
1959	BEDFORD (Petrol) 41-seater Duple. Many extras, 1960 Model, two of, Glasgow and Preston	£3,250
1959	BEDFORD (Petrol) 41-seater Europa, radio and heater, Preston	£3,000
1958	BEDFORD (Petrol) 41-seater Plaxton, immaculate, Preston	£2,750
1958	BEDFORD (Petrol) 41-seater Duple, small mileage, Glasgow	£2,600
1957	BEDFORD (Petrol) 41-seater Duple, C.O.F. '65, Glasgow	£2,000
1955	BEDFORD (Petrol) 38-seater Duple, C.O.F. '65, Glasgow	£1,550
1955	BEDFORD (Diesel) 36-seater Duple, C.O.F. '65, Preston	£1,650
1952	BEDFORD (Petrol) 33-seater Plaxton, C.O.F. '62, Glasgow	£1,350
1960	FORD 41-seater Duple, ex demonstrator, 24,000 miles, Glasgow	£3,250
1960	FORD 41-seater Duple, as above, 10,000 miles, Glasgow	£3,500
1954	A.E.C. Mk. IV 37-seater, Burlingham Seagull, Continental Coach, Synchromesh box, C.O.F. '64, Glasgow	£1,850
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1954	DAIMLER Freeline, 41-seater Plaxton, C.O.F. '63, Glasgow	£1,500
1954	GUY 41-seater, Burlingham, 6-cyl., Gardner underfloor, Glasgow	£2,000
1958	BEDFORD (Leyland Diesel) 40-seater Duple service Bus with Coach seats, two of, Glasgow and Preston	£2,500
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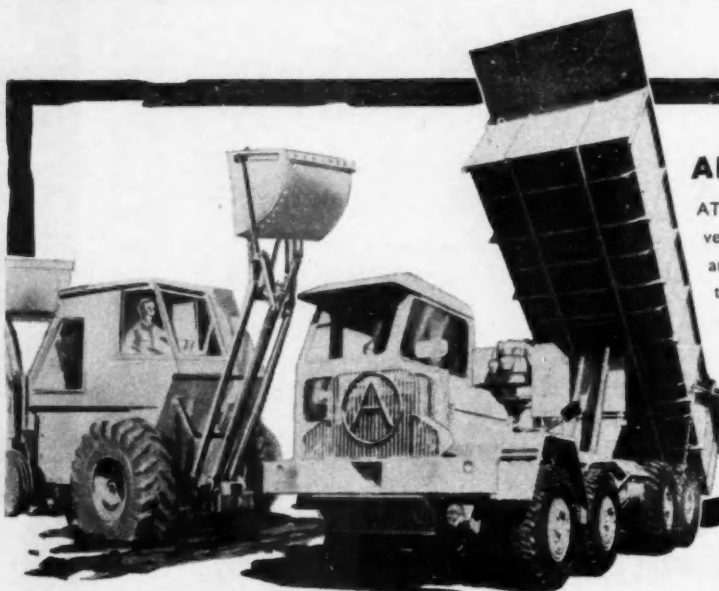
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Whatever the load — there is an Atkinson to carry it — not only that — but more economically than any other comparable make of chassis. Economy of 10% saving on fuel is a proven fact.



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Western Lane, Nightingale Lane, London, S.W.12.

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THE
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50 Hertford St., Coventry. Telephone: Coventry 27414.
1, Braxenose St., Manchester. Telephone: Deansgate 6114-8.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.
FOR sale in near future—due to standardization of fleet—two September, 1960 A.E.C. 8-wheeled vehicles, small mileage on both vehicles price well below list. Further particulars may be obtained from B.C.F. Transport Co., Ltd., Berking Avenue, Yord Rd., Leeds, 9. Phone 29166. 899-9774

A.E.C. 4 x 4, 6 x 6 Matadors. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 898-158

NEWPORT MOTOR SERVICES. East Usk Rd., Newport, Mon. Phone 59451.

1959 Medium-wheelbase A.E.C. Mercury tipper, 13 cu. yd. 898-179

A.E.C. Matador, 4 x 4 and 6 x 6, tippers for sale. P. Bates, Sunnyside Farm, Ivoston, Leicestershire, Co. Durham. Phone, Consett 359. 898-276

1954 A.E.C. 8-wheeler, 9.6 engine, double-drive, air brakes, 25-ft. platform body in good running order.

1953 A.E.C. 8-wheeler, 9.6 engine, double-drive, air brakes, 25-ft. platform body, in good running order.

1949 A.E.C. 4-wheeler, 9.6 engine, Duramin cabs, in excellent running order, £375. Choice of several with box or flat bodies.

RUSH GREEN MOTORS. Langley, Hitchin, Herts. Stevenage 174. 898-134

DUE to standardization one A.E.C. Mercury, November, 1958, 23-ft. 6-in. flat, first-class condition. Offers to J. Sturland (Notting.), Ltd., Lilac Grove, Beeston, Nottingham. Phone 255283. 899-182339

A.E.C. Wanted
Monarch, short wheelbase. Full particulars, price, Box CM827, care of "The Commercial Motor." 898-502

ALBION
1958 ALBION Caledonian 8-wheeler, Leyland 680 engine, 24-ft. Duramin platform body, immaculate condition throughout. S. L. Davis, Cinderford, Glos. Phone 2116. 898-2018

BENTLEY BROS. (SHEFFIELD), LTD.,
VAUXHALL AND BEDFORD MAIN DEALERS.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 ALBION Chieftain, 16-ft. platform body, good tyre equipment, one fastidious owner, £795. 898-238

1960 ALBION Chieftain, Tecamit syndromic automatic lubrication system, 6-speed gearbox, 50-gal. tank, heater, 9.00 x 20 tyres, 18-in. 6-in. x 7-ft. 6-in. platform, flashing indicators. Lawsons Garages Ltd., Chorley Rd., Swinton. Phone, Swinton 2028. Near Manchester. 898-301

BROWNHILLS MOTOR SALES,
LEYLAND, ALBION, SCAMMELL.
EARLY delivery of new ALBION Reiver.
SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES,
WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 898-396

1955 ALBION Chieftain diesel long-wheelbase 16-ft. drop-sided truck wrap-around screen, one-owner driver, £475. A. and L. Vehicle Supply Co., Ltd., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 898-26

Used Goods Vehicles (contd.)

ALBION Clydesdale 7½-ton platform lorry, first registered 1953, £495 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 898-285

ALBION Reiver double-drive 23-ft. flat platform body.
THE RELIANCE GARAGE (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, Yorks. Please phone Brighouse 1677-8-9, after business hours Bradford 78486 or 71077. 898-267

1952 ALBION 8-wheel HD
JACKERBY AND CO., Maybell's Farm, Ripple Rd., Barking, Essex. Dominion 5583. 898-408

1951 ALBION 1,600-cu.-ft. diesel Luton van, £275.
Frank G. Gates, Ltd., Gates Corner, 1-18 Wan 6633. 898-425

Albion Wanted
TRACTOR unit, 6-wheel coupling, petrol or diesel, condition immaterial. Box CM9817, care of "The Commercial Motor." 898-524

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THE NIGHTINGALE ENGRG. CO., LTD.,
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1956 ATKINSON M945 4-wheeler tippers, 51W engine, 5-speed box, Pilot alloy body and tipping gear, C licence owner, good clean vehicles which have been well maintained, excellent condition, choice of two, price £1,000 or nearest offer. Box CM975, care of "The Commercial Motor." 898-6783

ATKINSON in stock, 4- and 8-wheelers, good condition, second-hand.
SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham. Deer Park 221. 898-132

1957 ATKINSON T745 tractor with 51W fifth-wheel coupler, vacuum brakes.
1956 ATKINSON 8-wheeler L1786 long-wheelbase chassis and cab, fitted auto lubrication, good tyres, suitable for reconditioning at low price to clear.

1953 ATKINSON 8-wheeler, L1786, 24-ft. platform, one owner, good tyres and condition, choice of two.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 898-129

1957, August, 8-wheel 25-ft. flat, 9.6 engine, double drive, 9.00 x 24 tyres nearly new, in very good condition, £1,750. 4 Carruthers St., Liverpool, 3. Central 2047. 898-294

ATKINSON 12-ton 6-wheel double-drive drop-sided hydraulic tipper, £450.
HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 898-280

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Used Goods Vehicles (contd.)

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ATKINSON 6- and 8-wheelers, 1957 onwards. Please write full particulars and prices.
SCOTTS OF NOTTINGHAM, Lambourne Drive, Nottingham. Deer Park 221. 898-132

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AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre, £180.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255, 222-912

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SIX MONTHS' GUARANTEE WHERE STATED.

1955 AUSTIN 3-ton B.M.C. diesel normal-control box van, guaranteed, £445.
1953 AUSTIN 3-ton Luton van (approximately 900 cu. ft.), £275.
1960 AUSTIN A35 van, guaranteed, £325.

1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase container body box van (approximately 650 cu. ft.), guaranteed, £875.
1959 AUSTIN A152 13-seater Omnicoach, guaranteed, £405.
1956 AUSTIN 3-ton B.M.C. diesel normal-control truck, guaranteed, £395.
1958 AUSTIN LD2 1½-ton van, guaranteed, £445.

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NEW LUTON VANS
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NEW AUSTIN 3-ton 1,400-cu.-ft. Luton van.
NEW AUSTIN Omnicoach, in primer.
NEW AUSTIN 3-ton normal-control diesel drop-side truck. 898-225

AUSTIN 5-ton pantechion, 1,250 cu. ft., 1954 (September), forward control, £325.
AUSTIN 3-ton Luton van, 1953, 650 cu. ft., fitted B.M.C. 3.4 diesel engine, £270.
AUSTIN 5-ton long-wheelbase twin-ram tipper, B.M.C. 5.1 diesel engine, 8.25 x 20 tyres, 1955, bargain price, £385.

D. D. WASTWOOD COMMERCIALS, 27 Aston Rd., North, Birmingham, 6. AM 3467. 898-142

AUSTIN 5-ton boxvan, 1954, petrol, £155. Allenways, Ltd., Park St., Birmingham, 5. Midland 7515. 898-169

1955 AUSTIN 3-ton B.M.C. diesel normal-control box van, guaranteed, £445.
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Used Goods Vehicles (contd.)

1957 AUSTIN A35 pick-up, carefully used, £295.
DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2, Gladstone 7175. 898-100
1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £325.
1955 AUSTIN 5-ton truck, P6 diesel, good condition, £195. Edgware 2572. 898-81
CATTLE container, 22 ft. long, can be built (£475) on 1960 7-ton, 14,000, with several extras, 23-ft. platform, ideal for bulky loads, perfect condition, £1,400 o.n.o. Phone, Yeovil 2091. 898-328
5-TON forward-control diesel, 1955, good order, £300 o.n.o. Phone, Bridgwater 2218. 898-329
MASKELL'S (BRIXTON), LTD.
1958 AUSTIN 10-cwt. express delivery van, one owner since new, excellent condition, £220.
1956 AUSTIN 30-cwt. diesel van, well maintained and in excellent condition, £275.
297 BRIXTON RD., S.W.9, Brixton 0111. 898-201
AUSTIN 1-ton blue van October, 1956, good condition, renewed throughout, £225 o.n.o. Phone, Cuffley 3421. 898-355

DAWNIE MOTORS, LTD. EWEY BY-PASS, SURREY. Ewey 2382.

NEW AUSTIN 30-cwt. truck, immediate delivery.
1959 AUSTIN 3-ton normal-control petrol drop-side truck, immaculate, £385.
1957 AUSTIN 15-cwt. van, £235.
1956 AUSTIN 5-cu.-yd. diesel tipper, drop side, £420. 898-188

AUSTIN, B.M.C. diesel, complete with gearbox, £100.
WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 898-389
1958 AUSTIN A152 Omnivan, £300 o.n.o. Phone, Bexleyheath 7108. 898-378

BEDFORD

CARMO OF LONDON.
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.
IMMEDIATE DELIVERY.

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-side.
NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.
NEW BEDFORD Workabus.
NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed axle, 300 diesel.
NEW BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, 300 diesel.
ALSO the following reasonably priced used A-BEDFORDS—
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1958 BEDFORD Workabus; choice of two.
1960 BEDFORD 10-15-cwt. long-wheelbase van.
1955 BEDFORD 3-ton short-wheelbase petrol tipper.
1955 BEDFORD 3-ton long-wheelbase P4 diesel truck with tilt; choice of two.
1953 30-cwt. A-type van.
1959 BEDFORD Workabus, excellent throughout.
1955 BEDFORD Dormobile.
1959 BEDFORD 15-cwt. short-wheelbase van.

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MANY OVERHAULED AND REPAINTED.
FROM £100.

OTHER MAKES AND MODELS ALWAYS AVAILABLE.
BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.
BEDFORD RECONDITIONED ENGINES FROM STOCK.
NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

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THE BEDFORD CENTRE.
LEIGHTON ROAD,
LONDON, N.W.5.
Gulliver 5555. 898-535

BEDFORD 1956 3-ton boxvan, very clean and sound machine, one careful owner from new, £325.
BEDFORD 3-ton A model tipper, 1954, good runner, £150.
BEDFORD-SCAMMELL A-type tractor unit, 1956, 2-speed axle, new petrol engine fitted, offers.
D. EASTWOOD COMMERCIALS, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 898-141

1958 BEDFORD diesel short-wheelbase tipper, drop-side wood body, clean condition, £595.
PARKE HOUSE GARAGE, Melton Mowbray. Phone, Melton Mowbray 3722. 898-115

1956 BEDFORD 5-type tractor unit, Scammell hitch, good condition, £445. Arnold 7771. 898-106

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £475. Arnold 7771. 898-105

824

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.,
MAIN BEDFORD DEALERS.
BEDFORDS ARE OUR BUSINESS.

NEW BEDFORD 5-ton normal-control diesel, 1,200-cu.-ft. pantechnic, composite body with rear low-loading well, walk-in tailboard, half doors, 4 ft. 6 in. Luton, price in primer, £1,545. Immediate delivery.
ALSO BEDFORD TK chassis with composite or alloy bodies, favourable delivery, quotations sent on request.
NEW BEDFORDS FOR IMMEDIATE DELIVERY.
NEW BEDFORD TK 4-ton chassis-cab.
NEW BEDFORD TK 5-ton long-wheelbase truck.
NEW BEDFORD 5-ton normal-control long-wheelbase chassis-cab, diesel.
NEW BEDFORD TK 7-ton long-wheelbase truck.
NEW BEDFORD TK 7-ton short-wheelbase tipper, 6-cu.-yd. steel body. Telehoist gear.
NEW BEDFORD TK 10-ton tractor unit.
NEW BEDFORD 10-, 12- and 15-cwt. short-wheelbase and long-wheelbase vans.
NEW BEDFORD 12-seater conversions; most models available.
1960 BEDFORD 4-ton normal-control diesel 900-cu.-ft. Luton van, £1,175.
PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD,
NEW BARNET.
320 KING STREET, HAMMERSMITH,
LONDON, W.6.

PHONE, RIVERSIDE 4111. 898-90

SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

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1961 BEDFORD 15-cwt. Luton van.
1957 BEDFORD CA van.
1958 BEDFORD CA van.
1959 BEDFORD Utilibake.
1959 BEDFORD CA mobile shop.
1951 BEDFORD 30-cwt. van.
1951 AUSTIN Loadstar 3-ton box van.
1957 BEDFORD diesel tipper.
1958 BEDFORD diesel tipper.
1954 BEDFORD 7-ton diesel platform.
A Selection of BEDFORD tippers suitable for site work.
1958 Thames 7-ton diesel truck, a bargain.

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CRICKLEWOOD, N.W.2.

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Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.1; Vigo Motors, W.10; and Colchester. 898-526

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL AND BEDFORD MAIN DEALERS.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1955 BEDFORD 10-ton petrol tractor with 22-ft. straight-frame trailer, £325.
1960 Long-wheelbase Utilibake conversion, headlining, etc., £485.
1954 Long-wheelbase BEDFORD diesel tipper, in good running order, £275. 898-236

GRAND GARAGES (RICHMOND), LTD.

THE leading South-West London BEDFORD main dealers.
IMMEDIATE or early delivery of all BEDFORD models.
EARLY delivery on all TK models.
ALWAYS a selection of good used vehicles available.

RICHMOND RD., Twickenham, Middx. Phone, Popesgrove 2216 (six lines). 898-218

BEDFORD Scammell, 1951, new petrol engine, with 20-ft. flat platform trailer, Scammell coupling.
EXTON ENGINEERING CO. LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 898-28

1960 BEDFORD 3-ton diesel 4-cylinder, 143-in. wheelbase, special box body, 12 ft. 2 in. by 6 ft. 6 in. by 6 ft. 6 in., low mileage, beautiful condition, dark blue, £975. Phone, Cll 8604. 898-61

1958 BEDFORD A-type 5-ton long-wheelbase truck, 24,000 miles, in good running condition, £500.
NORMAN REEVES (MOTORS), LTD., High St., Watford 21227. 898-103

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.,
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
NEW BEDFORDS for immediate delivery.

CA Vans, all types and conversions.
35-CWT. Hawson van.
4-TON chassis-cab.
4-TON drop-side truck.
6-TON forward-control truck.
7-TON, all models.

1956 BEDFORD 25-cwt. Spurling van, blue, £375.
1955 BEDFORD 2-3-ton truck, £325.
1956 BEDFORD 5-ton short-wheelbase tipper, £395.
1954 BEDFORD 5-ton drop-sided truck, £345.
1953 BEDFORD 5-ton short-wheelbase tipper, 5 cu. yd., £325.
1955 BEDFORD 7-ton U tipper, £195.
1952 BEDFORD 7-ton R6 tipper, £295.
1956 BEDFORD 7-ton R6 diesel tipper, long-wheelbase, £625.
1952 BEDFORD 7-ton alloy platform, Comet engine, £165.
1954 BEDFORD R6 diesel, alloy platform, 16 ft. 6 in., £445.
OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.
PLEASE note address of our additional premises:—
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HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 721L **PADDINGTON 0022-8.**
898-542

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FOR YOUR NEW OR USED BEDFORD BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS.

NEW BEDFORD normal-control 5-ton Luton van, 1,260 cu. ft., 300 petrol, 179-in. wheelbase, 8.25 x 20 12-ply 3-piece wheels, £1,643 3s.
NEW BEDFORD 3-ton normal-control 143-in.-wheelbase truck, 200 diesel, £932.
NEW BEDFORD 15-cwt. 1961 Model CAL van, heavy-duty tyres and springs, £480.
NEW BEDFORD 15-cwt. CAL Utility Busette, white with blue flash, £594 15s.
NEW BEDFORD 15-cwt. Martin Walter P.S.V. Utilibak, £773.
NEW BEDFORD 7-ton forward-control 300 diesel 120-in.-wheelbase Telehoist tipper, 9.00 x 20 12-ply tyres, £1,472 13s.
NEW BEDFORD 7-ton (new cab) 167-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,247.
NEW BEDFORD 10-ton tractor unit, Scammell coupling, 2-speed axle, £1,357.
NEW BEDFORD 10-cwt. pick-up, 162-cu.-in. engine, £627; choice of four.

USED BEDFORDS.

1959 BEDFORD Utility Busette, £425.
1958 BEDFORD 15-cwt. milk float, £295.
1956 BEDFORD 5-ton petrol metal-body tipper, £400.
1954 BEDFORD 5-ton tipper, petrol, £350.
1953 BEDFORD 5-ton tipper, petrol, £325.
1957 56-54 BEDFORD CA vans, from £200.
1956 BEDFORD 30-cwt. van, £395.

PARSONS AND PARSONS (GARAGES), LTD.

HARLOW, ESSEX.
Phone, Potter Street 121. 898-193

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £435.
1956 BEDFORD 30-cwt. 3-way loader van, in 1959 condition, £325.
1955 September, BEDFORD 7-ton R6 diesel van, 16 ft. 6 in. long with N.S. roller shutter, in exceptional condition, £345. Edgware 2572. 898-82

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD
MAIN DEALERS.

1959 BEDFORD 6-ton short-wheelbase tippers, diesel engines, Anthony scars, fixed and drop-side bodies, choice of several from £825.
1955 BEDFORD 7-ton R6 platform, excellent condition, £400.

55-61 LONDON STREET,

CHERTSEY,
Chertsey 2391. 898-309

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO. LTD.
REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.
BEDFORD MAIN DEALERS.

NEW BEDFORDS, 10-ton tractor unit, immediate delivery.
NEW BEDFORD 7-ton forward-control standard tipper, immediate delivery.
NEW BEDFORD 3-ton drop-side truck, immediate delivery.
NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 5-ton TK 151-in. wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 6-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 7-ton TK 167-in. wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 3-ton normal-control 143-in. wheelbase drop-side truck, immediate delivery.
1958 BEDFORD 5-ton forward-control diesel truck, £575.
FOR immediate delivery of the above new BEDFORDS **PLEASE** phone Clerkenwell 7456.

CAPITAL MOTOR CO. LTD., Remington St., City Rd., London, N.1. 898-326

ORMSKIRK MOTORS, LTD.
NEW TK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.
NEW BEDFORD TK 7-ton 167-in. wheelbase, 2-speed axle, diesel.
NEW BEDFORD TK 10-ton tractor unit, diesel, 2-speed axle.
NEW BEDFORD TK 7-ton fitted with Leyland engine, 2-speed axle, 9.00 x 20 tyres.
1958 BEDFORD 8-ton tractor unit, diesel, 2-speed axle, and 20-ft. Scammell trailer, one owner, £850.
1958 BEDFORD 10-ton tractor unit, one owner only, Scammell coupling, diesel, 2-speed axle, £595.
1951 BEDFORD 5-tonner, P6 diesel engine, in good condition throughout, £225.

ORMSKIRK MOTORS, LTD.
MAIN VAUXHALL-BEDFORD DEALERS,
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2. 898-286

P.L.P. MOTORS.
MAIN BEDFORD DEALERS,
LIVERPOOL ROAD,
WARRINGTON.
Phone 31336.

FOR NEW AND USED BEDFORD.
IMMEDIATE DELIVERY.

NEW BEDFORD 7-ton diesel TK Telehoist tipper, 8.25 x 20 tyres, 100-cu.-in. diesel engine, 120-in. wheelbase.
NEW BEDFORD 7-ton diesel TK Autolift drop-head tipper, 300-cu.-in. diesel engine, 8.25 x 20 tyres, 120-in. wheelbase.
6-TON normal-control BEDFORD tipper, short wheelbase, 214 cubic petrol engine, Model No. 35ST2, wooden drop-sided body.

USED BEDFORD.

1956 10-12-cwt. BEDFORD van, £115.
1956 10-12-cwt. BEDFORD van, £115.
1958 BEDFORD Utilitrack, farmer's model, condition good, £330.
1957 BEDFORD Workbus, £275.
1956 BEDFORD 5-ton long-wheelbase drop-sided lorry with 300 diesel, one owner from new, £350.
1959 25-cwt. TROJAN diesel van, £500. 898-350

1953 BEDFORD 2-3-ton long-wheelbase truck, one C-litence owner, £150.
MIDLAND VEHICLE AGENCY, 560 Coventry Rd., Birmingham, Vic 6040. 898-145

1955 BEDFORD 5-ton tipper, short wheelbase, petrol engine, newly painted, £295.
ISHERWOODS GARAGES, LTD., 110 Buxton Rd., Stockport. Phone, Stockport 5083. 898-296

1956 BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £125 or terms arranged.
1955 BEDFORD 4-ton diesel extended chassis box-van, £325.
1954 BEDFORD diesel 7-ton chassis and cab, £175.
1960, July, BEDFORD 7-ton heavy-duty tipper, 9.00 x 20 tyres, £1,150.
1953 BEDFORD 5-ton P6 long-wheelbase hydraulic tipper, £185.
1952 BEDFORD 7-ton forward-control platform lorry, £125.
HENRY EATON, LTD., 107 Palmerston St., Ancients, Manchester. Phone, Ardwick 3146. 898-283

1954 BEDFORD A-type long-wheelbase, new P6 engine, perfect, little used, £125. Hughes and Marriott, Newbury, Berks, 1476. 898-x2185

AVAILABLE shortly, 1959 S and J type BEDFORDS, A short-wheelbase end tippers with steel bodies, vehicles in good condition, at present working but can be seen by appointment. Apply Hoveringham Gravel, Ltd., Hoveringham Nottingham. 898-170

1959 BEDFORD 300 diesel, forward-control, long-wheelbase dropside truck, fitted new 2-speed axle, excellent condition throughout, £750. A. W. Walkin, Ltd., Bugleswide 2021-4. 898-224

REGISTERED but unused 7-ton BEDFORD diesel Telehoist tipper, normal control, 2-speed axle, cab guard, calibrated to 9 cu. yd., offered at £200 below list price.
REGENT LIFT SERVICE STATION, LTD., 26 Queensway W.C., Bayswater 2411. 898-32

Used Goods Vehicles (contd.)

J. G. RYAN (MOTORS), LTD.
BEDFORD DEALERS,
HERTFORD ROAD,
BARKING, ESSEX.
Rippleway 2361-2.

FOR immediate delivery:—

1956 10-ton tractor unit, diesel, with Scammell coupling, £480.
NEW BEDFORD 15-cwt. C.A. vans, 102-in. wheelbase, £480.
NEW BEDFORD light furniture Luton van, £755.
NEW BEDFORD gown van, beautifully fitted, £808.
NEW BEDFORD 4-ton 200-cu. diesel drop-side trucks, £1,050.
NEW BEDFORD 5-ton 300-cu. diesel drop-side trucks, £1,180.
NEW BEDFORD 6-ton 300-cu. diesel drop-side trucks, £1,280.
NEW BEDFORD 7-ton 300-cu. diesel drop-side trucks, £1,430.
NEW BEDFORD 10-ton 300-cu. diesel tractors, fitted Scammell coupling.
NEW 23-ft. SCAMMELL trailers, £596.

PHONE, RIPPLEWAY 2361-2 FOR DEMONSTRATION.

J. G. RYAN (MOTORS), LTD.
HERTFORD ROAD,
FOR BEDFORD TRUCKS.
BARKING, ESSEX. 898-466

1958 BEDFORD S-type 7-ton alloy flat, Leyland engine excellent condition, £525 or reasonable offer. Phone, Kettering 4338. 898-x2129

RLC BEDFORD, 4-wheel drive, chassis and cab only, practically unused, mileage only 700, fitted 11.00 x 20 Track Grips, new price £1,200; offered at £650.

SWORDER MOTORS (EXPORTS), LTD., Loudwater, High Wycombe. Phone, High Wycombe 4078. 898-217

BEDFORD 1959 J-type normal-control 7-ton truck, 300 diesel, 2-speed axle 9.00 x 20 tyres, very clean, £723 o.n.o.

BEDFORD 1957 7-ton 300 diesel 19-ft. dropside truck, excellent condition throughout, one owner, £525 o.n.o.

BEDFORD 1949 5-ton boxvan, P6 engine, very clean vehicle, £125 o.n.o. Coppermill 4777 and 4713. 898-212

WHALEBONE MOTORS, LTD.
OFFER:—

1955-56 BEDFORD A-type 3-ton boxvan, choice of three.

WHALEBONE MOTORS, LTD.
239-241 HIGH ROAD,
CHADWELL HEATH,
ESSEX.
Phone, Seven Kings 5282. 898-374

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295, Mansfield Autos, Ltd., High Rd., Broxbourne, Herts, Hoddeston 4367. 898-362

1956, July, BEDFORD S, 7-8-ton, 161 ft. R6 diesel truck, clean and very well tyred, £295 W.E.M. below.

1956 BEDFORD 2-3-ton, 600-cu.-ft. Luton van, one owner, separate cab, sound condition, £295, W.E.M. below.

1956 BEDFORD diesel 5-cu.-yd. steel-bodied tipper, good tyres, £395 W.E.M. Motors (Wimbleton) 506-508 Kingston Rd., London, S.W.20. Phones, Malden 5342, Cherrywood 4568, 1480. 898-366

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from Cavendish Motors, Cavendish Rd., W.6. Willdeson 1040-8. 898-369

1957 BEDFORD 5-ton diesel long-wheelbase tipper, 300 engine, specimen vehicles.

1954 BEDFORD 5-ton long-wheelbase bulk body coal tipper, P6 engine, £325.

CON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 898-402

1959 BEDFORD 7-ton diesel, long-wheelbase drop-side truck, 300 engine, 2-speed axle, 9.00 x 20 tyres, specimen vehicle in every way, £750.

CON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 898-406

Bedford Wanted
BEDFORDS ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.
71 GREENWICH SOUTH STREET,
LONDON, S.E.10.
Greenwich 2033-4. 898-894

Bedford Wanted
BEDFORDS ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.
71 GREENWICH SOUTH STREET,
LONDON, S.E.10.
Greenwich 2033-4. 898-894

BEDFORDS wanted.
BEDFORDS wanted.
BEDFORDS wanted! Bedford wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 898-734

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines), Immediate settlement and best prices. 898-541

March 3, 1961—THE COMMERCIAL MOTOR 63

Used Goods Vehicles (contd.)

B.M.C.
1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. body, York extension, 2-speed axle in first-class order.
1960 MORRIS B.M.C. 4-wheel platform truck, 18-ft. body, in first-class order.
A LSO other good B.M.C. vehicles in stock.
RUSH GREEN MOTORS, Langley Hitchin, Herts, Stevenage 174. 898-335

DUNNS MOTORS, LTD.
TAUNTON AND EXETER.
Phone, Taunton 2607-8.
FOR COMMER AND KARRIER.

1956 B.M.C. 7-ton tipper, medium wheelbase, £550. 898-550

1957 B.M.C. Scammell tractor unit, choice of trailers.
JACKERBY AND CO., Maybel's Farm, Ripple Rd., Barking, Essex. Dominion 5583. 898-409

COMMER
1957 COMMER 7-ton 153 platform truck, good condition throughout, £695. Arnold 7771. 898-107

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper, 9.00 x 20, 5-speed, air brakes, suitable grain, coal, etc., delivery this week.

NEW COMMER 2-ton pick-up truck with drop sides, £583.

NEW COMMER 1-ton diesel pick-up with fixed sides, latest forward control.

1958 COMMER 15-cwt. normal-control personnel carrier petrol, 14,000 miles only, £375.

1956 COMMER QX petrol 7-tonner, 18 ft., £125.

1957 COMMER Superpoise 6-ton, P6 diesel, drop sides, 5-speed, £375.

1959 COMMER 8-cwt. EDV, all estate car fittings, £335.

1954 COMMER 25-cwt. super capacity van, bargain, £600.

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, official COMMER dealers. Manor Garage, Sandy, Beds. Phone 271. 898-18

COMMER 1960 TS3 10-ton Unipower 6-wheeler (treble) drop-sided truck, air brakes, power steering, 5-speed gearbox, heater, flashers, etc., mileage 10,000, 9.00 x 20 tyres, £1,650.

COMMER 1957 TS3 7-ton truck, power steering, air brakes, 5-speed gearbox, heater, very good condition throughout, £555 o.n.o. Coppermill 4777 and 4713. 898-213

1956 COMMER TS3, 18-ft. body, 2-speed axle, £450. Phone, Woolwich 0137. 898-199

1959 COMMER normal-control diesel 15-cwt. pick-up, 20,000 miles, immaculate, £390. Dawmer Motors, Ltd., Ewell 2382. 898-190

1958, June, COMMER 7-ton, Rootes diesel, 11-ft. 9-in. wheelbase tipper, steel double drop-side body and gear by Edbro, 9.00 x 20 tyres, helper springs, one C-litence user only.

A HILDETHORPE ASSOCIATES LTD., Rootes Main Dealers, Hildershorpe Rd., Bridlington 4456. 898-240

1960, September, COMMER TS3 diesel 6-wheel bulk tipper, almost as new, Unipower extension, Edbro twin ram tipping gear, air brakes, 9.00 x 20 tyres, very small mileage, bargain, £1,650.

1960, September, COMMER TS3 7-ton long-wheelbase truck, very low mileage, air brakes, 9.00 x 20 tyres, almost as new, £1,200.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 898-337

1954, September, one owner COMMER 7-ton, long-wheelbase platform truck, in excellent condition, petrol, 8.25 x 20 tyres in excellent condition including spare, all original tools and instruction book, £225, terms, exchange, 10 Aspen Close, Farnborough, Orpington, Kent, Farnborough 53010. 898-370

COMMER 4-ton blue boxvan, May, 1959, immaculate condition, £850 o.n.o., Cuffey 3421. 898-356

COMMER 4-ton petrol or diesel van, choice of colours, list price.

COMMER Cob vans choice of colours, list price.

COMMER 7-ton forward-control standard drop-sider, 13-ft. 6-in. wheelbase, list price.

ALL for immediate delivery.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross. Phone, Denham 2716. Gerrards Cross 2545. 898-375

A. SPRINGALL, LTD.
1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o.
1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18, Woolwich 5313. 898-442

Commer Wanted
COMMER Karrier 2-ton truck, low mileage, petrol or diesel, Ewell 2382. 898-187

COMMER Rootes diesel, 11-ft. 9-in. wheelbase, wanted. Phons, Ealing 7987. 898-438

DENNIS
DENNIS Max 8-ton lorry and Carrier 4-ton trailer both 16-ft. platform, good condition, well shod, £250. Craufurd Fabrications, Ltd., Denmark St., Maidenhead, Berks. Phone 2565. 898-x2350

DODGE
1958 DODGE 6-wheel bulk tippers, in excellent order, with Leyland engine, 2-speed axle, air brakes, alloy body, 9.00 x 20 tyres, bargain.

1956 DODGE 12-ton artic. unit, R6 engine 2-speed axle, very clean and in good order, £400.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 898-336

Used Goods Vehicles (contd.)

DODGE DISTRIBUTORS
for
GLOUCESTERSHIRE, HEREFORDSHIRE,
WILTSHIRE.
H. R. WILSON-SCOTT, L. TD.
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.
ALWAYS NEW MODELS AND USED VEHICLES IN
STOCK.

PART-EXCHANGES WELCOMED. zzz-830

1954 DODGE 6-cu.-yd. tipper. R6 Mark II engine.
2-speed axle, £350.
HERWIN CANNY AND CO., LTD. Woolwich 8161.
after 7 p.m., Longfield 2524. 898-512
1956 DODGE P6 long-wheelbase drop-sided truck.
£325 o.n.o. Phone, Beakleyhead 7108. 898-377

CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), L. TD.,
DODGE DISTRIBUTORS FOR S.E. ESSEX.
FOR YOUR
USED DODGE
RING US.
OUR STOCK CHANGES DAILY.

NEW Model 3166T 8-ton DODGE chassis-cab, new
Perkins 6 354 direct-injection engine.
NEW Model 3133T 7-ton DODGE tipper, Anthony
7-cu.-yd. steel body, new 6 354 direct-injection engine.
USED 1955 DODGE 7-ton long-wheelbase truck, over-
hauled, reconditioned engine.
IF IT'S
DODGE
FOR SALES, SERVICE, PARTS.
CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), L. TD.,
ARE THE PEOPLE.
CHURCH ROAD, HADLEIGH, ESSEX.
Phone, Hadleigh 57271 (10 lines). 898-488

1955 DODGE 146 AR6 7-ton drop-side lorry, 18-ft.
6-in. body, 2-speed axle, £375.
G. ROWBERRY AND SONS, LTD. 264 Oxhill Rd.,
G. Handsworth, Birmingham, 21. Northern 3539. 898-420

ARNOLD AND PILE, L. TD.
DODGE MAIN DEALERS.
ST. VINCENT'S ROAD, DARTFORD.
Phone 26371.

SEE announcement under New Goods Vehicles. 898-491

K.J. MOTORS, LTD., offer—
1955 Series DODGE, 5-ton 5-cu.-yd. tipper, petrol
engine, one owner, £270.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456.
898-454
DODGE distributors and Austin Commercial dealers.
8-TON drop-side truck, 19-ft. 6-in. body, 2-speed axle,
helper springs, flashers, lowline eyes, 35-gallon tank,
list price.
12-TON tractor unit fitted Leyland engine, 8.25 x 20
15-ply tyres, B6.0 rims, metal rear wings, flashers,
air brakes, towing eyes, list price.
COOMBS COMMERCIALS (GUILDFORD), LTD.
C Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 898-557

ER.F.
ER.F. 8-ton long-wheelbase, wood drop-side body,
must be sold.
D. D. EASTWOOD COMMERCIALS, 27 Aston Rd.
D. North, Birmingham, 6. Ast 3467. 898-143

ER.F. 7-ton 18-ft. platform lorry, 5LW engine,
5-speed gearbox, £195, or H.P. arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 898-281

1956 E.R.F. 8-wheeler, 6LW engine, 25-ft. platform
body, air brakes, double drive, in first-class
order, latest style cab, appearance and condition almost
as new, an exceptionally nice vehicle, bargain.
1948 E.R.F. artic, 5LW with 15-ton low-loader
trailer, knock-out axle, in good running order.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevensage 174. 898-338

1954 E.R.F. 4LK engine, 2-speed axle, 12-ft. drop-
side tipper, £300. R. Justice, Winter Closes,
Underwood, Notts. Phone, Langley Mill 3182; home,
3625. 898-394

ER.F. 8-wheeler tipper, 21-cu.-yd. steel body,
Gardner 6LW engine, N. D. Summerton,
Shalstone, Buckingham. Syreham 265. 898-417

FODEN
1951 FODEN FG 4-wheeler, 18-ft. platform,
5-cylinder Gardner engine, Russell Davies,
Hanlase Contractor, Phone, Pontardawe 3167. 898-9765

DISMANTLING 1953 FODEN 8-wheel tipper, all parts
available. Langley Mill Commercial Vehicles, Ltd.
Langley Mill 2623 (Notts). 898-164
B26

Used Goods Vehicles (contd.)

FODEN Twin Steer, 1939, drop-side platform cab body,
in very good condition, brakes, differential, engine
overhaul; this machine in excellent condition. Best offer.
Hire-purchase can be arranged. Overton Motor Services
Phone, Kirkcaldy 5973. 898-9790

1959 FODEN 6-wheeler, 2-stroke engine, single drive,
22-ft. 6-in. platform body; choice of three.
1959 FODEN 8-wheeler, 2-stroke engine, single drive,
22-ft. 6-in. platform body.
1955 FODEN 8-wheeler, 6LW Gardner engine,
double drive, 24-ft. 6-in. platform body.
Oswald Tillotson, Ltd., Summit Works, Burnley.
Phone 2291. 898-54

1951 Ex-W.D. FODEN 6-wheeler, double-drive flat,
6LW engine; this vehicle is in good condition.
£400. R. Justice, Winter Closes, Underwood, Notts.
Phone, Langley Mill 3182; home, 3625. 898-393

FODEN DG 8-wheeler 24-ft. platform, 6LW Gardner,
40 x 8 tyres, just off service, West Town Diesel,
Broad Street Garage, Dewsbury, Yorks. Phone 3504.
898-450

FORD THAMES AND FORDSON
1959 Thames Trader 6D, long-wheelbase drop-side
truck fitted with 17-ft. body, high-loading
board with platform over cab, long range fuel tanks,
engine completely overhauled recently, including new
crankshaft, bearings, liners, pistons, etc., £695. A. W.
Watkin, Ltd. Biggleswade 2021-4. 898-23

TRADER 7-ton long-wheelbase, 1959, twin ram tipper,
14 cu. yd., fixed sides, excellent condition, £675.
TRADER 7-ton, 1959, short wheelbase, U-shaped body,
mechanically sound, bargain, £550.
FORD 5-ton long-wheelbase drop-side, 1955 (August), P6
engine, very clean condition throughout, £265.
D. EASTWOOD COMMERCIALS, 27 Aston Road
D. North, Birmingham 6. Ast 3467. 898-140

W. H. HAROLD PERRY, L. TD.
MAIN FORD DEALERS,
FINCHLEY.

1959, December, THAMES Trader 7-ton 6D long-
wheelbase platform truck low mileage, many
extras, £975.
1959 THAMES Trader 7-ton 6D 7-cu.-yd. tippers,
new Anthony metal bodies and tipping scars,
choice of three, £995.
1959 THAMES Trader 5-ton 6D Edbro drop-side
metal-body tipper, £825.
1960 THAMES Trader 6D articulated unit, 1,500-
cu.-ft. body, mounted on Tasker fifth-wheel
trailer, 5,000 miles only, roller shutter and tailboard,
many extras, £1,795.
1960 THAMES Trader 7-ton 6D drop-side truck,
8,000 miles, £975.
GOOD selection of Thames and Bedford light vans
and 12-seaters. Hire-purchase facilities available.
297 BALLARDS LANE, North Finchley.

HILLSDALE 8888. 898-95

1956 FORD Sussex, P6 engine, coachbuilt body, in
excellent condition. Brown Bros., Bluevale St.,
Glasgow. 898-31

1959 Thames Trader 7-ton, Anthony hoist tipper gear,
choice of two, guaranteed, £825. Arnold 7771.
898-108

THOMAS MOTORS, L. TD.
MAIN FORD DEALERS,
WHITEGATE DRIVE,
BLACKPOOL.
Phone 6333.
OFFER THE FOLLOWING FOR IMMEDIATE
DELIVERY.

FORD Trader 7-ton 108-in.-wheelbase 6D, 6-cu.-yd.
Autolifts, F-5 tipper, 9.00 x 20 12-ply tyres, heater,
flashers, factory-painted cab (red).
FORD Trader 7-ton 108-in.-wheelbase 6D, 6-cu.-yd.
Edbro F-5 tipper, 9.00 x 20 12-ply tyres, heater,
flashers, factory-painted cab (blue).
FORD Trader 7-ton 108-in.-wheelbase 6D chassis-cab
heater, flashers, 9.00 x 20 12-ply tyres, painted red.
FORD Thames 4-ton 157-in.-wheelbase 4D, heavy-duty
chassis, chassis-cab (primer), 18-leaf rear springs,
7.50 x 20 Michelin X tyres.
FORD Thames 15-cwt. chassis-cab, extra passenger
seat, heater, etc. (primer). 898-506

1958 Trader 6-yd. tipper, 6D diesel, really nice con-
dition, £250.
1958 Trader 6-yd. tipper, 6-cylinder petrol engine,
very low mileage, £465.
1958, August, Trader 4D 3-ton long-wheelbase truck,
low mileage, £425.
1955 FORD long-wheelbase tipper, steel drop-side
body, reconditioned P6 diesel, new tyres, £325.
Edgware 2572. 898-63

4-TON Thames Trader, low frame, 152-in. wheelbase,
4D diesel, chassis-cab.
OXFORD MOTOR CO., North Circular Rd. N.13.
Fox Lane 0161. 898-30

A Selection of used Thames Trader tippers.
NORMAN REEVES (MOTORS), L. TD.
215-218 HIGH STREET,
UNBRIDGE, MIDDX.
Unbridge 3444. 898-102

FORD Thames van, 1957, D4, one owner, heater, very
good condition, 35,000 miles, roll-up back, approx.
700 sq. ft., £450 o.n.o., cost new £1,900.
P. J. UNDERHILL, Central Garage, Hay-on-Wye.
898-161

1955 (Late) FORD THAMES 4D 3-ton van, maroon,
one owner, good tyres, engine recently over-
hauled, very good condition, £295.
ABBEY GARAGE (WHITE'S), LTD., Glastonbury,
Somerset. Phone, Glastonbury 3355. 898-111

Used Goods Vehicles (contd.)

CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), L. TD.,
OFFICIAL FORD COMMERCIAL DEALERS.

NEW 7-ton FORD long-wheelbase truck.
NEW Trader 75 7½-ton FORD 7-cu.-yd. Anthony tipper,
drop side.
NEW FORD 15-cwt. pick-up truck.
NEW FORD 12-cwt. pick-up truck.
NEW FORD 7-cwt. van.
NEW FORD 5-cwt. van.
USED FORD commercials.

1955 FORD 4D Luton, 1,100 cu. ft., in primer, in
very good order.
1957 FORD 4D, 1,700-cu.-ft. Luton, new engine now
being fitted.

IF IT'S
FORD COMMERCIALS.
PHONE, WRITE OR CALL,
CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), L. TD.,
HADLEIGH, ESSEX.
Phone 57271 (10 lines) 898-489

NEW FORD 5-cwt. vans, choice of colours, £361.
1960 FORD County 6-wheeler, 24-ft. platform, trail-
ing axle, 9.00 x 20, unladen weight 4 tons 16
cwt., low mileage, £1,250.
1960 FORD Trader 6D 7-ton, 18-ft. platform, body
rough, £600.
1959 6D Trader Primrose 6-wheeler, 21-ft. platform,
9.00 x 20, £1,100.
1959 FORD Trader 6D tipper, 6-yd. steel body, 8.25
x 20, very low mileage, heater, flashers, etc.,
£700.
1959 FORD 7-cwt. van, £235.

1955 FORD 4D long-wheelbase tipper, recent repaint,
well shod, £325.
1955 FORD 4D long-wheelbase 16-ft. drop-slider,
£265.
1952 FORD ET 6-tonner, 16-ft. steel drop-slider
reconditioned P6, new tyres, £175.

OFFICIAL FORD dealers.
JOHN JORDAN, Manor Garage, Sandys, Beds. Phone,
Sandy 271-2. 898-17

TRADER parts for sale. See Ford spares. Coppermill
4777 and 4713. 898-214

1960 THAMES Trader, 4D diesel, low loader, 11,000
miles, guaranteed, £565. Payments. Oldfield,
11 Russell Gardens, W.14. Park 8566. 898-418

GORDON KING MOTORS, L. TD.
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-
cu.-ft. low-loading Luton body, new and unregistered
ex works for early delivery, £1,220.
TRADER 4D diesel 4-ton low-frame chassis, fitted with
1,250-cu.-ft. body as above, immediate delivery from
stock, £1,245.

1959 THAMES Trader 7-ton 7-cu.-yd. tipper,
Anthony gear, £750.
MITCHAM LANE, S.W.6. Streatham 3133-4. 898-320

ONE 5-ton 6D long-wheelbase truck, 1958, good con-
dition.
LATE 1955 3-ton THAMES 4D drop-side truck, nice
condition.
1959 THAMES Trader 6D 6-cu.-yd. Anthony drop-
side, on 9.00 x 20, immaculate vehicle.
COOMBS SERVICE STATION (FORD Main Dealers),
By-pass Rd., Guildford 62962. 898-227

1955 Long-wheelbase drop-side FORD 4D truck,
£165.
1956 FORD 4D 4-ton, 18-ft. platform, Trader engine,
excellent condition, £250. Phone, Coppermill
2446. 898-210

1960 THAMES Trader 6D diesel long-wheelbase
drop-side truck, £765. Dawmer Motors, Ltd.
Ewell 2382. 898-191

1960 THAMES Trader 7-ton long-wheelbase truck,
very small mileage, £850.
1960 THAMES Trader 7-yd. tipper, Edbro gear,
steel drop-side body, in very nice order, very
low mileage, £850.

ALSO several other good Traders in stock. Terms and
exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevensage 174. 898-339

BENTLEY BROS. (SHEFFIELD), L. TD.
VAUXHALL AND BEDFORD MAIN DEALERS,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1956 FORDSON Thames, 4D engine, meat-container
body, ready for immediate use, £195. 898-237

1959, October, FORD 6D Trader 7-ton short-wheel-
base tipper, new body and gears, 2,000 miles
only.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top,
Crest; Bromwich. Phone, Wednesbury 0470. 898-403

1960 THAMES TRADER, 7-ton tipping chassis-cab,
108-in. wheelbase, 9.00 x 20 tyres, flashers,
painted green, excellent condition, choice of two, £750
o.n.o.

MEARS MOTORS, Upper Richmond Rd. West, S.W.14.
Phone, Proact 2235. 898-333

1955 2-ton FORD 4D van, double rear doors, low
step-in, ideal door-to-door grocery deliveries,
one C-licence owner, very good condition. Phone,
Beakleyhead 7108. 898-376

Used Goods Vehicles (contd.)

- 1956 Thames 2-ton 4D diesel standard van, clean, £195. W.E.M. Below.
- 1955 Thames 5-ton 4D diesel, long-wheelbase chassis-cab, good, £195. W.E.M. Below.
- 1956 Thames 3-ton 4D medium-wheelbase truck, excellent, £245. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Malden 5342. Cherrywood 4568. 1480. 898-364
- 1959 THAMES Trader artic. unit, Brookhouse, Eaton 2-speed axle, choice of two, £925.
- 1960 THAMES Trader artic. unit, fifth-wheel coupling, York 24-ft. trailer, £1,550.
- 1960 THAMES Trader 6-wheel platform, power steering and air brakes, £2,150.
- 1960 THAMES Trader artic. unit, S.A.E. coupling, £900, exhibition model.
- 1958 THAMES Trader 5-ton truck, £525.
- 1958 THAMES Trader Luton, 900 cu. ft., £700.
- 1958 THAMES Trader 7-ton, platform body, £700.
- 1957 THAMES Trader 5-ton truck, choice of two, £525.
- 1955 THAMES P6 tipper, £165.
- 1958 THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £650. Choice of two.
- FRANK G. GATES, LTD., Gates Corner, E.18, Wansstead 661. 898-427
- 1958 Trader 5-ton truck, 6D, one owner, £485. Phone, Tid 4441. 898-472
- 1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.
- CARMO of London, Leighton Rd., London, N.W.5. Gulliver 5555. 898-536
- 1952 FORDSON 10-cwt., fitted with special gown van body, a roomy economical vehicle, good mechanical condition, £85. Johnsons Motors (Rushden), Ltd., Washbrook Rd., Rushden, Northants. Phone, Rushden 3221. 898-527
- 1959 FORD 15-cwt. van, good condition, very low mileage, one owner, £325.
- CONWAY MOTOR WORKS, LTD., 164 Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 898-546
- 1958 Thames Trader 5-ton tipper, long-wheelbase, very good condition, £675.
- 1956 Thames 5-ton 4D long-wheelbase drop-side truck, £450.
- 1959 Thames 2-ton van, in excellent condition, £675.
- 1959 Thames 7-cwt. van, with extras, good condition, £275.
- 1958 Thames 6-ton tipper, good condition, £475.
- COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 898-554

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gire 2153-4. 898-359

GUY

1958 GUY Warrior 6-wheel flat, £1,300.

H. WADBLINS, of Rushden. Phone, Rushden 3211. Northamptonshire. 898-118

T.G.B. MOTORS, LTD.

PRIMOSE ENGINEERING WORKS,
WOONE LANE, CLITHROE,
Phone, Clithroe 785.

IMMEDIATE DELIVERY.

OFFER THE FOLLOWING

NEW VEHICLES.

GUY Otters, 9 ft. 9 in. and 14 ft. 9 in., 4LK engine, 13-ft. wheelbase, B.M.C. engine, 2-speed axle.

GUY Warrior, 9 ft. 15 ft. 9 in., 18-ft. 2 in. wheelbase, fitted with 7.7 A.E.C. engine and 2-speed axle.

GUY Warrior, 13 ft. 9 in., 15 ft. 9 in. and 18 ft. 2 in., fitted 375 Leyland engine, 2-speed axle.

GUY Warrior light 6-wheel truck, 15 ft. 3 in. and 17 ft. 9 in., fitted A.E.C. engine, 2-speed axle.

GUY Invincible, 15 ft. 3 in., fitted 6LK engine, L.S.D., G.P.T.O.

EARLY DELIVERY

OF INVINCIBLE 6- AND 8-WHEELERS, 6LK ENGINE.

ALLOY underframe platforms, Primrose steer and third axles, Synchronic lubrication system fitted, painting, lettering, etc. 898-505

1958 Otter, 18-ft. platform, Gardner 4LK, £650. Phone, Tid 4441. 898-473

LAND ROVER

1960 LAND ROVER, long wheelbase, diesel, good condition, £720.

GOOD selection of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 898-553

WELCH'S GARAGE (STAPLEFORD), LTD., LONDON ROAD, STAPLEFORD, CAMBS.

1955, September, regular LAND ROVER, 23,000 miles from new, one owner, £200.

PHONE, SHELFORD 3017. 898-547

LEYLAND

A T Winfield's, Wolverhampton St., Walsall 27161.

LEYLAND Comets, long and short, tippers and trucks. Being replaced by new vehicles. From £500. 903-9745

1958 LEYLAND Comet 100, 20-ft. platform, Eaton 2-speed, private C-licence owner, excellent condition, £1,300. Valley Motor Services (B.C.), Ltd., Bishops Castle, Salop. Phone 172. 898-9780

Used Goods Vehicles (contd.)

- LEYLAND, 1959, Leyland Super Comet tractor unit, air brakes, fifth wheel coupling, immaculate, choice of five.
- OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201. 898-55
- 1957 LEYLAND twin-steer 6-wheeler, 24-ft. platform body, air brakes, in excellent running order.
- 1956 LEYLAND 6-wheeler, 24-ft. platform, double-drive, air brakes, one owner, in excellent running order.
- RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 898-340
- DUE to standardization two LEYLAND Super Comets, 1959 and 1960, 23-ft. 6-in. flats, first-class condition. Offers to J. Stirling (Notting.) Ltd., Lilac Grove, Beeston, Nottingham. Phone 255284. 899-823-19
- LEYLAND Comet, June, 1955, 19-ft. flat, very good condition, W. and J. Riding, Ltd., Longbridge, Lancs. Phone, Longbridge 3241. 898-307
- 1948 LEYLAND Beaver truck, 600 engine, £250. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188.
- 1955 LEYLAND Comet 90, normal control long-wheelbase tipper, steel body, Eaton 2-speed axle, £575.
- COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 898-495
- BROWNHILLS MOTOR SALES.
- LEYLAND, ALBION, SCAMMELL
- AUTHORIZED DEALERS.
- EARLY delivery of new LEYLAND Comets and Super E Comets.
- See our advertisement under Used Goods Vehicles Unclassified.
- BROWNHILLS MOTOR SALES.
- WATLING STREET (A5), BROWNHILLS, STAFFS. Phone, Brownhills 2307, 2336 and 2392. 898-397
- LEYLAND 1953 Comet 90 17-ft. truck, on good tyres, a sound and thoroughly clean vehicle, £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Malden 5342; Cherrywood 4568, 1480. 898-365
- 1955 LEYLAND Comet with alloy platform body, £495.
- CARMO of London, Leighton Rd., London, N.W.5. Gulliver 5555. 898-538
- 1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £1,050. Phone, Urm 5350. 898-458

Leyland Wanted

LATE-TYPE LEYLAND Beaver 14B10 tractor unit required, must be in good condition.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 898-404

MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 898-802

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 898-383

1960 MORRIS-COMMERCIAL 7-ton long-wheelbase drop side, power steering, Eaton 2-speed axle, heater, 9/00 x 20 (14-ply) tyres, cost £1,600, bargain, £1,175. The Barnstaple Motor Co., The Square, Staple. Phone 2264. Telex 4679. 898-2349

1959 MORRIS 3-ton forward-control diesel truck, low mileage, £625.

CARMO of London, Leighton Rd., N.W.5. Gulliver 5555. 898-537

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SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading door), pick-up with tilt, also 8-seater passenger vehicle; available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 898-321

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PARADISE MOTORS, Geldard Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and winds. 222-658

SEDDON

1952 SEDDON Mk. 5 diesel, 7-ton 17-ft. drop-side.

1954 SEDDON Mk. 12 diesel 8-tonner, 18-ft. drop-side, 2-speed axle, good tyres, ex large C licence fleet, choice of two.

1955 SEDDON Mk. 5 diesel, 7-ton 16-ft. 6-in. flat.

NEW SEDDON diesel 7-tonners, Comet engine, ex stock.

LEYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 898-130

1950 SEDDON 5-ton long-wheelbase drop-side truck, P6 diesel engine, good tyres, well maintained and in excellent condition, £250.

STORMONT ENGINEERING CO., LTD., Tunbridge Wells. Phone 20323. 898-232

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441.

SEDDON distributors for Monmouthshire. 898-178

Used Goods Vehicles (contd.)

- 1952 SEDDON 3-ton P4 platform lorry, £250.
- 1949 SEDDON 6-ton P6 long-wheelbase flat from £125 or terms.
- HENRY EATON, LTD., 107 Palmerston St., Ancol's, Manchester. Phone, Ardwick 3146. 898-282
- 1951 SEDDON long-wheelbase truck, Perkins P1 engine, very good condition. Phone, Bexley Heath 7108. 898-375
- SENTINEL
- 1955 7-8-ton flat, mechanically perfect, £250 or nearest. Haddfield, Suffolk, 2277. 899-9759
- 1952 SENTINEL 4-wheeler, 6-cylinder engine, air brakes, trailer model, £150 or will dismantle. Lawrence, Alfreton, Derby. Phone 305. 898-174
- SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.
- HENRY EATON, LTD., 107 Palmerston St., Ancol's, Manchester. Phone, Ardwick 3146. 898-284

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 898-803

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TROJAN 25-cwt. van, 150 cu. ft. body by Bonalack, sliding doors, P3 engine, ex demonstrator, 700 miles only, as new, £700. Thornes, Harlestone Rd., Northampton Trojan Distributors. Phone 33155. 899-9793

1959 TROJAN 20-cwt. diesel van, 3,000 miles from new, heater, radio, £450.

ALPINE BUSHEY GARAGES, LTD., 81-89 High Rd., Bushey Heath, Herts. Phone, Bushey Heath 3282-3. 898-248

UNCLASSIFIED

PHOENIX MOTOR CO. (SURREY), LTD., SUTTON.

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork, service and parts departments.

HIGH STREET, SUTTON, SURREY.

Phone, Vix 0161. P.B. Ex. (20 min. Victoria-rail or road.) 222-674

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL AND BEDFORD MAIN DEALERS,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

NEW TK and J model BEDFORDS for immediate delivery.

1958 ALBION Chieftain, 16-ft. platform body, good tyre equipment, one fastidious owner, £795.

1956 FORDSON Thames, 4D engine, meal-container body, ready for immediate use, £195.

1955 BEDFORD 10-ton petrol tractor with 22-ft. straight-frame trailer, £325.

1960 Long-wheelbase BEDFORD Utilitrack conversion, headlining, etc., £485.

1954 Long-wheelbase BEDFORD diesel tipper, in good running order, £275.

A Good selection of other used commercial vehicles in stock. We may have the vehicle you require, so why not give us a call. 898-239

OVER HALL GARAGES, LTD.

VAUXHALL AND BEDFORD DEALERS.

1953 AUSTIN 5-ton platform.

1953 BEDFORD 10-ton tractor unit, S.A.E. coupling, petrol, one owner.

1955 BEDFORD 7-ton tipper, diesel.

SELECTION 1958-59 FORD and Austin 15-cwt. vans.

NEW 15-cwt. BEDFORD van.

NEW A-type BEDFORD 5-ton cab, complete with seat, special price.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDXX.

Aahford 5741. 898-322

PETERBOROUGH ENGINEERING CO. LTD.

1959, December, LEYLAND Comet C33/9R chassis and cab, 6-speed gearbox, first-class condition, £1,400.

1959, December, DODGE 3144Y wooden drop-side short-wheelbase tipper, Leyland engine, very clean, £975.

1959 ALBION Clydesdale CD21XLW, 24-ft. platform with straw rack, excellent condition, £1,800.

1959 Thames Trader 6D short-wheelbase tipper, 7-cu.-yd. steel body, very clean, £800.

1958 LEYLAND Comet ECOS2/4R chassis and cab, one owner, very clean, £1,050.

1958 COMMERCIAL T81 6-wheel platform truck, clean, very good mechanical condition, £900.

1957 SEDDON Mk. XV R6 Mk. II engine, 20-ft. platform, clean and sound, £675.

1957 BEDFORD S, Leyland engine, drop-side truck, clean, good mechanical order, £575.

1956 DODGE 106P6 platform truck, in running order, £165.

36-42 EYE ROAD,

PETERBOROUGH.

Phone 66161. 898-516
827

Used Goods Vehicles (contd.)

GARLICK BURRELL AND EDWARDS, L.T.D.
188 REGENT ROAD,
LIVERPOOL, 20.

BEDFORD. BEDFORD. BEDFORD. BEDFORD.
THE FOLLOWING LIST OF USED VEHICLES
INCLUDE MOST TYPES TO BE OF INTEREST TO
ALL USERS STARTING WITH—

1958 BEDFORD Boys 6-wheel platform truck, one owner from new, 22-ft. 6-in. platform, 300-cu.-in. diesel engine, 9.00 x 20 tyres all round in excellent condition, this vehicle has had a replacement engine fitted by ourselves and would be available for delivery at the end of February.
WE will demonstrate this vehicle anywhere and at any time.
1959 BEDFORD 5-ton 300-cu.-in. diesel normal-control chassis-cabs or platform trucks, in immaculate condition, ready for immediate use.
1957 BEDFORD 7-ton long-wheelbase platform truck, with Leyland Comet 150 diesel engine, in very good condition.
1958 BEDFORD 7-ton long-wheelbase platform truck, 100-cu.-in. diesel engine.
1955 BEDFORD 7-ton platform trucks, R6 engine, choice of three, all very reasonably priced, and ready for immediate use.
FODEN 6-wheel flat, SLW Gardner engine, trailing axle, to clear.
1957 BEDFORD 7-ton 300-cu.-in. diesel long-wheelbase platform truck, one owner.
1953 BEDFORD 6-ton 5-ton long-wheelbase insulated boxvan; this vehicle is in 1956 condition and ready for immediate use, having been used in the past for the transportation of meat.
1954 BEDFORD 300-cu.-in. Scammell van, petrol engine.
1954 SEDDON P6 long-wheelbase platform truck, in above-average condition, 5-speed gearbox.
1958 MORRIS B.M.C. diesel 25-cwt. van, low mileage, very good condition throughout.
1955 DODGE normal-control long-wheelbase platform truck, 2-speed axle, petrol engine, 900 tyres, 3-piece wheels.
1954 DODGE P6 diesel normal-control platform truck.

TRACTORS AND TRAILERS.

1956 B.M.C. diesel forward control tractor unit, single-speed rear axle.
1953 BEDFORD 10-ton R6 tractor unit, 50-gallon fuel tank, complete with an excellent 23-ft. 10-ton Scammell trailer, with Adrolic stabilizer.
1958 BEDFORD 300-cu.-in. diesel tractor unit.
EX-W.D. 8-ton petrol tractor unit, Scammell attachment, to clear.
1958 BEDFORD 8-ton normal-control Scammell 300-cu.-in. diesel tractor unit, £495.
1956 BEDFORD 8-ton normal-control Perkins P6 Scammell tractor unit, £225.
1958 COMMERCIAL TS3 diesel Scammell tractor unit, complete with stabilizer, excellent condition.
1958 B.M.C. diesel forward-control Scammell tractor unit.

TIPPERS.

1958 BEDFORD 7-ton medium-wheelbase twin ram tipper. Pilot tipping gear, 2-speed axle, 3-piece wheels, low mileage, immaculate, ideal tipper for bulk slacks or bulk coal.
1955 COMMERCIAL TS3 long-wheelbase tipper, steel body, fitted twin ram tipping gear, £375.
1957 Two BEDFORD 8-ton forward-control 4-wheel drive petrol-engined 7-ton long-wheelbase tippers, with twin ram tipping gears, U-shaped all-metal bodies, £375 each.
1955 BEDFORD 7-ton short-wheelbase U-shaped bodied tipper, petrol engine, £375.
1955 DODGE P6 diesel short-wheelbase tipper, 2-speed axle, 5-speed gearbox, reconditioned engine fitted three months ago.

VANS.

ALL the vans, caravans and conversions advertised last week have been sold.
WE have one 24-ft. 10-ton Tasker trailer with Scammell attachment left.

WANTED.

900 to 1,200 cu.-ft. BEDFORD pantechnikons, diesel engines, no older than 1956, must be in first-class condition.
SHORT-WHEELBASE diesel tippers, BEDFORD normal-control, no older than 1957.

WANTED.

23-FT. 10-ton trailers.
1 1-TON vans.
1/4 BEDFORD 7-ton long-wheelbase diesel tippers, twin ram gear.
ONE 1956 4D 5-ton long-wheelbase canopy truck or boxvan.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT. AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, L.T.D.
188 REGENT ROAD,
LIVERPOOL, 20.
Phone, Bootle 4343.

THE BEDFORD PEOPLE.

898-66

WHITEHOUSE MOTORS.

STREET CORNER,
WALSALL WOOD.
Phone, Brownhills 3330.

£195. 1949 (October) LEYLAND Comet 6-wheel platform truck in good condition.
£110. 1957 FORD 10-cwt. van, in good condition.
898-497

828

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS.
WEST END GARAGE.
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock.
TRADERS for Gloucestershire, Wiltshire, Somerset Devon and Cornwall.

NEW VEHICLES.

BEDFORD 7-ton J6SC1 normal-control, Bedford 300 engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Telehoist tipping gear and wood drop-side body, £1,560 10s.
BEDFORD 10-ton KFA1 tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.
BEDFORD 7-ton KGTC8 chassis and cab, complete with Telehoist tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,999 9s. 6d.
TASKER new 8-ton semi-loader, 18-ft. lower bed, £790.
YORK WIA Scammell 11-ton 25-ft. platform trailer, with 2-ft. headboard, 9.00 x 20 12-ply tyres, spare wheel carrier, £698 4s. 6d.
YORK DW2 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £881 14s.
YORK DW2 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £904 5s.
YORK Freightmaster 184, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.
BEDFORD 7-ton KGTC8 chassis and cab, complete with Telehoist tipping and wood body on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,998 17s. 6d.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, Bristol 1953 8-wheeler long-wheelbase platform, £725.
BEDFORD 1956 7-ton, Balco extended, 20-ft. platform, with Bedford 300 diesel engine, £650.
BEDFORD 1953 5-ton petrol 800-cu.-ft. boxvan, £325.
DODGE 1955 RS 7-ton long-wheelbase drop-side, good tyres, £325.
BEDFORD 1954 7-ton R6 long-wheelbase, £275.
BEDFORD 1954 3-ton A-type boxvan, petrol, £250.
AUSTIN 1952 Loadstar, petrol, 1,200-cu.-ft. pantechnikon, £250.
BEDFORD 1956 7-ton petrol long-wheelbase, aluminium platform body with wooden floor, £150.
BEDFORD 1954 7-ton long-wheelbase drop-side, R6 engine, £150.
BEDFORD 1957, Comet engine, 7-ton long-wheelbase platform, £575.
COMMER 1955 25-cwt. van, good condition, £150.
SENTINEL, 1955, fitted with Gardner 5LW, vertical in the cab, missing prop. shaft, cheap to clear, £400.
A.E.C. Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

TIPPERS.

A.E.C. Mark II, 1956, Pilot twin underbody gear, condition throughout, ready for immediate hard work, £1,600.
E.R.F. 1949, 14W Gardner, standard wood-body tipper, very careful operator, £750.
B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.
BEDFORD, 1954, 7-ton, R6, U-shaped steel-body tipper, good condition, £450.
LEYLAND Comet, ECO2/4R, 1957, normal control, long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body in good condition throughout, £1,100.
BEDFORD, 1958, Comet engine, 7-ton long-wheelbase double-drop-side end tipper, good condition throughout.

TRAILERS AND ARTICULATED.

BEDFORD, 1958, 10-ton Scammell tractor unit, 300 diesel, complete with two Scammell 20-ft. platform trailers, one is fitted with bulk grain-carrying body, gravity discharge, all in good condition throughout, £1,150.
BEDFORD, 1952, R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850.
FORD Thames Trader, September, 1959, 6D tractor unit, no coupling, £650.
FORD Thames Trader, September, 1959, 6D tractor unit, S.A.E. coupling, complete with new Tasker 8-ton semi-low-loader, 18-ft. lower bed, £1,450.
FORD Thames Trader, September, 1959, 6D tractor unit, S.A.E. coupling, complete with Tasker low-loading semi-trailer car transport van; this is a drive-in van with workshop accommodation and was designed to carry and service racing cars; has large opening panel at side and doors each side; all in good condition; would make excellent demonstration van, £850. Would sell trailer separately.
BEDFORD, 1954, 5-type tractor unit, R6, no coupling, £300.
E.R.F. 1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, £475.
ALBION tractor unit, fitted with Meadows 4-cylinder diesel engine, £75.
YORK DW2 12-ton 26-ft. platform trailer with headboard, used a few times only, in absolutely as-new condition, £800.
DYSON 8-ton independent trailer, drop-side air brakes, choice of two, these trailers are practically unused, £650 each.
BEDFORD, 1958, 10-ton Scammell tractor unit, 300 diesel, complete with articulated low-loading pantechnikon, just over 1,700-cu.-ft. capacity, walk-in tail-board, double doors, removable extra deck at about 11 ft. 6 in., in extremely good condition throughout, £1,100.
DOLLIES To convert S.A.E. coupling semi-trailers to full trailers; these dollies are by Fruehauf and are suitable for practically all S.A.E.-type semi-trailers, £200 each.

CRANES.

NEW Coles 10-ton Regin diesel-electric crane, 40-ft. cantilever jib, mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

HARRY DANDO.

VAUXHALL MAIN DEALERS.
WEST END GARAGE.
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

898-13

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, L.T.D.

SUMMIT WORKS.
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.
KINGSWAY WEST, DUNDEE.
Dundee 66336.

1956 ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine, immaculate.
1956 Selection of BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis-cab only.
1957 Thames Trader 6D engine, 17-ft. 6-in. platform body.
1955 E.R.F. twin steer, 5LW engine, 20-ft. platform body.
1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
1950 MAUDSLAY Meritor, 8-wheel tipper, double drive.
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.
1955 ALBION Clydesdale tractor unit, fifth-wheel coupling.
BRISTOL 5-cylinder tractor, Model 22, P3 diesel engine, complete with Trak-rips.
1953 E.R.F. twin steer, 5LW, 20-ft. platform body.
1957 ALBION Chieftain, 4-cylinder Albion engine, 17-ft. 6-in. platform body.
1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.
1959 COMMERCIAL TS3, 2-stroke engine, 17-ft. 9-in. drop-side body.
1958 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1948 MAUDSLAY Mogul, 7.7 engine, 18-20-ft. platform body.
CARRIMORE 4-wheel trailer, 16-ft. wood platform body.
1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.
1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body. Choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 ALBION Clydesdale tractor unit, Leyland 375 engine, fifth-wheel coupling.
1958 A.E.C. Mercury tractor unit, 7.75 engine, 2-speed axle, fifth-wheel coupling.
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
1960 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1956 ALBION Reiver, Leyland 350 engine, double drive, 22-ft. 6-in. platform body, immaculate.
1958 COMMERCIAL TS3 2-stroke engine, 18-ft. platform body.
1958 COMMERCIAL TS3 2-stroke engine, 18-ft. platform body.
1958 AUSTIN (B.M.C.) 7-ton 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
1955 FODEN 8-wheeler, 6LW engine, double-drive, 24-ft. platform body.
1959 (Late) FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body, immaculate.
1960 May, Thames Trader, 6D engine, 20-ft. platform body, immaculate.
1954 LEYLAND Comet 90, 6-wheeler, Boys axle, 20-ft. drop-side body.

ALL INQUIRIES—PHONE OR CALL.

USED VEHICLE DIVISION.

BURNLEY.
Phone 2201-4.
PART-EXCHANGES ARRANGED. 898-56

PENFOLD MOTORS.

MAIN BEDFORD DEALERS.

NEW BEDFORD TK 71-ton long-wheelbase drop-side truck, 150 diesel, immediate delivery.
NEW BEDFORD TK 7-ton extra-long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.
NEW BEDFORD TK 7-ton 6-cu.-yd. tipper with 350 diesel, immediate delivery.
NEW BEDFORD TK 7-ton 6-cu.-yd. tipper with 350 diesel, immediate delivery.
1960 BEDFORD Marshall Buscite, blue, £525.
1959 FORD 5-cwt. van, excellent condition, £285.
1959 STANDARD 6-cwt. van, £275.
1956 COMMERCIAL 7-ton TS3, £575.

PENFOLD MOTORS.

2-22 BURN TASH ROAD,
S.E.12.

Lcc 1202.

898-384

MOYLE GARAGES, PAIGNTON.

PHONE 83456.

A.E.C.-COMMERCIAL DISTRIBUTORS.

NEW A.E.C. Mercury 17-ft. 3-in. chassis-cab.
NEW COMMERCIAL 9-ft. 7-in. tipper, 2-speed axle, air brakes, 5-speed box, 9.00 x 20 tyres.
NEW COMMERCIAL 15-cwt. high-top van, diesel.
NEW COMMERCIAL 30-cwt. van, diesel.
A.E.C. Monarch drop-side, £750.
AUSTIN 1957 4-ton diesel forward-control drop-side truck, excellent, £350.
BEDFORD, 1957, Boys, alloy-framed drop-side body, Comet engine, £890 o.n.o.
MORRIS 1957 15-cwt. forward-control van, clean, £195.
AUSTIN 1954 normal-control 5-ton P6 drop-side, £295.
898-380

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.
LODGE GARAGE,
WHITEHALL ROAD, GOMERSAL,
NEAR LEEDS.

OFFERS FOR IMMEDIATE DELIVERY:-

- NEW ALBION, long wheelbase, 9.00 x 20 tyres, 6-speed box
- NEW ALBION, medium wheelbase, fitted new gear, 9.00 x 20 tyres, 6-speed box, body to specification.
- NEW ALBION, short-wheelbase, fitted new gear, body to specification.
- NEW ALBION Chieftain tractor with 2-speed axle and Scammell coupling.
- NEW BEDFORD TK 7T, long wheelbase, 9.00 x 20 tyres.
- NEW B.M.C. 7-tonner drop-sided lorry.
- NEW FORD Trader, 160-in. wheelbase, 7½-ton, 9.00 x 20 tyres.
- NEW FORD Trader, long wheelbase, Anthony Holt and Edrho.
- NEW FORD Trader tractors with fifth-wheel coupling.
- NEW E.R.F. 4.4 (G), Eaton 2-speed, 20-ft. flat.
- NEW ALBION Clydesdale, long-wheelbase.
- NEW ALBION Caledonian.
- NEW LEYLAND 8-wheeler.
- NEW BEDFORD TK 7-ton 120-in. wheelbase tippers, steel drop-sided bodies.
- NEW TK tractor fitted with Scammell coupling and Leyland Comet engine.
- NEW A.E.C. Mustang twin steers.
- NEW A.E.C. Mercury Mk. II, 11-ft. 6-in. wheelbase tipper chassis and cab.
- NEW A.E.C. Mercury Mk. II tractors.
- NEW A.E.C. Mercury long wheelbase.
- NEW A.E.C. Mandator tractors, fitted 11.3 engines.
- NEW E.R.F. tractors, LX engines.
- NEW FODEN tractor unit with LX engine.
- NEW FODEN 8-wheeler, 12-speed box.

USED 8-WHEELERS.

- 1960 GUY Invincible, fitted A.E.C. 7.7, automatic lubrication, single drive, genuine mileage 24,000.
- 1960 GUY Invincible, fitted with Meadows 6-cylinder. (Rebuilt) ALBION H.D. 8-wheeler.
- 1959 GUY 8-wheeler, fitted Meadows engine, choice of two.
- 1956 ATKINSON, double drive, 24-ft. flat, fitted 2-conditioned 11.3 engine.
- 1955 1.5-ton 600 chassis and cab, double drive, £1,700.
- 1953 A.E.C. Mammoth Major, fitted 27-ft. 6-in. cattle container with sheep racks, 9.6, double drive, £1,200.
- 1950 ATKINSON, 6LW, double drive, 24-ft. flat, 1959.
- 1950 MAUDSLAY, 6LW, double drive, 24-ft. flat, 1959.

USED 6-WHEELERS.

- 1957 ALBION Reiver, double drive, Albion engine, 25-ft. double-sided body.
- 1946 ATKINSON, 5LW, 22-ft. 6-in. platform body.

USED 4-WHEELERS.

- 1960 FORD Trader, fitted with drop-sided body, 9.00 x 20 tyres, immaculate, choice of two, 1950 each.
- 1959 FORD Trader, fitted flat platform body, 9.00 x 20 tyres, immaculate condition, 1960.
- JULY and September, 1959, COMMERCIAL TS3, fitted 9.00 tyres, 18-ft. 6-in. bodies, immaculate condition, choice of two.
- 1957 ALBION Clydesdale, Comet engine and Hydrovac brakes, 20-ft. flat.
- 1955 DODGE, fitted drop-sided body, 18 ft., R6 engine, immaculate condition, 1960.
- 1954 A.E.C. Monarchs, fitted 20-ft. flats, 7.7 engines, 10.00 x 20 tyres, trailer gear, privately owned by C-licence operator, choice of three.
- 1954 E.R.F., 5LW, 20-ft. flat, 9.00 x 20 tyres, 19675.
- 1952 A.E.C. Monarch, fitted 20-ft. alloy body, 10.00 x 20 tyres, immaculate, C-licence operator.
- 1952 TILLING-STEVENS, fitted 1,500-cu.-ft. furniture van.
- 1950 GUY Otter, 4LK engine, drop-side body, £350.
- 1949 MAUDSLAY, 7.7, fitted new cab, 20-ft. body, £400.

A Number of 1952 ALBION Chieftain 16-ft. flats.

USED TWIN STEERS.

- 1954 E.R.F., 5LW, 22-ft. flat, 1950.
- 1948 MAUDSLAY 21-ft. flat, £375.
- 1954 SEDDON flats, choice of four, from £300 each.

USED TRACTORS.

- AUGUST, 1952 LEYLAND Comet 90 tractors, 2-speed axle, ex petrol company, choice of two.
- 1958 BEDFORD-SCAMMELL, fitted 2-speed axle, as new.
- 1957 DODGE, Perkins P6, Scammell coupling, immaculate condition, 1950.
- 1956 FODEN, 6LW, fitted 12-speed box and power switch.
- 1957 SEDDON R6 tractors, fitted fifth-wheel coupling, 2-speed axle, C-licence operators.
- 1956 LEYLAND Comet 90, 2-speed axle, Scammell coupling, 1955.
- 1953 SCAMMELL, 6LW, fitted fifth-wheel coupling.
- 1943

USED TIPPERS.

- NOVEMBER, 1958 COMMERCIAL TS3 4-wheeler, fitted with 1.5 Mishaw double-ram rear, alloy bodies, 16 ft. long, choice of two, these machines are in immaculate condition throughout.

(Continued in next column)

Used Goods Vehicles (contd.)

- 1960 B.M.C., fitted power steering, 2-speed axle and alloy bodies, long wheelbase, choice of three.
- 1957 ALBION Clydesdale, fitted wood coal body.
- 1957 SEDDON, fitted wood coal body.
- 1957 BEDFORD R6 long-wheelbase double-ram upper.
- 1954 A.E.C. (rebuilt), 7.7 engine and double drive fitted, alloy tipping body.
- 1950 A.E.C. Monarchs, fitted new gears and new bodies, ex petrol company, choice of three.
- 1949 ALBION Comet, fitted with new gear, choice of two.

USED CATTLE TRUCKS.

- 1954 BEDFORD petrol 7-tonner, fitted with new cattle container, £725.
- 1953 SEDDON, R6, fitted with new cattle container, 16 ft. 6 in. long.

USED TRAILERS.

- 2,000-GAL. tank, ex petrol company, Scammell trailer, five compartments, as new.
- CARRIMORE trailers, 24 ft., 9.00 x 20 tyres, fifth-wheel coupling and retracting coupling.
- 23-FT. 12-ton SCAMMELL coupling trailer.
- 20-FT. SCAMMELL coupling trailer.
- A Number of 4-wheel trailers from 3 tons to 8 tons.

NEW TRAILERS.

- NEW B.T.C. trailer, 26 ft. long, fifth-wheel coupling, 10.00 x 20 (16-ply) tyres, immediate delivery.
- NEW SCAMMELL trailers, 25 ft. long, 9.00 x 20 tyres, Scammell attachments, immediate delivery.
- NEW SCAMMELL trailers, fifth-wheel couplings, 25-ft. 12-tonners.
- S PARES for all types of vehicles including 6, 5 and 4 Gardner engines, Perkins R6 and P6, 4LK, A.E.C. 7.7 and 9.6. Axle and gearboxes and wheels.

HIRE-PURCHASE. PART-EXCHANGES.

- Phone, BRADFORD 681144-9.
- NIGHT PHONE, CLECKHEATON 2461-2.
- MIRFIELD 2370.
- WALES: R. COWDELL, Newport 59856.

BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

- NEW Eagle 20-25-ton drop-frame low-loading semi-trailer, twin-line air brakes, 20-ft. well, 14.00 x 20 tyres, 4-ton winch, knock-out axle, in stock, immediate delivery.
- 1948 E.R.F. Twin Steer, Gardner 5LW engine, 20-ft. drop-sided body, in fair condition.
- 1954 LEYLAND Octopus, double-drive rear axle, 24-ft. platform body, 9.00 x 20 tyres, in very good condition.

- NEW B.M.C. 7-ton 150-in. wheelbase chassis and cab, in stock, immediate delivery.
- 1956 ALBION Reiver, Leyland engine, 22-ft. platform body, double drive, 9.00 x 20 tyres, in very good condition.
- 1950 A.E.C. Monarch, 7.7-litre engine, 20-ft. platform body, 9.00 x 20 tyres, in good condition.
- 1953 THORNYCROFT Sturdy, Gardner 4LK engine, 16-ft. 6-in. drop-sided body, in fair condition.

- 1954 E.R.F. 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, double drive, 9.00 x 20 tyres, in good condition.
- 1959 August FORD Thames 6½ boxvan, 20 ft. by 7 ft. by 7 ft., inside measurement, with flat floor, 9.00 x 20 tyres, in very good condition.
- 1958 FORD Thames 7-ton twin-ram end hydraulic tipper, 16-ft. body with 3-ft. 3-in. drop sides, 9.00 x 20 tyres, in very good condition.

- 1959 BEDFORD Scammell tractor, Bedford engine, 2-speed rear axle, 5-speed gearbox.
- A.E.C. 6-wheeler, ex-M.O.S., 3,000-gal. refueller, double-drive, wind-up, 13.50 x 20 tyres, excellent condition.
- 1955 E.R.F. 5.4(G) 5LW Gardner engine, 18-ft. drop-sided body, 12.30 x 20 tyres, in excellent condition.

- 1951 E.R.F. 4.4, 4LW Gardner engine, 16-ft. drop-sided body, 9.00 x 20 tyres, ex C-licence user.
- 1959 FODEN FE4, 4-cylinder engine, Foden, 18-ft. platform body, Michelin 9.00 x 20 tyres, in excellent condition.

BEECH'S GARAGE (HANLEY), LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T, 23038 and 23039.

BROWNHILLS MOTOR SALES.

LEYLAND, SCAMMELL, ALBION.

Phone, Brownhills 2307, 2336 and 2392.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

- 1960 LEYLAND Comet short-wheelbase tipper, Pilot tipping gear, latest type cab.
- 1955 LEYLAND Octopus 8-wheel coal tipper.
- 1956 LEYLAND Comet normal-control long-wheelbase 6-wheel coal tipper, choice of two.
- 1957 ATKINSON long-wheelbase 4-wheeler, drop-side body.
- 1958 COMMERCIAL TS3 long-wheelbase drop-side body, air brakes.
- 1957 COMMERCIAL TS3 long-wheelbase drop-side body, choice of two.
- 1957 COMMERCIAL TS3 tractor unit, Scammell coupling.

- NEW SCAMMELL 12-ton 25-ft. trailers, Scammell coupling, ex stock.
- NEW SCAMMELL 12- and 14-ton 25-ft. trailers, fifth-wheel pin, ex stock.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392.

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS.

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

IMMEDIATE delivery.

NEW BEDFORD Ujilabikes and Workobuses.

- 1959 BEDFORD Workobus, many extras, one owner, £400.
- 1959 September, BEDFORD 15-cwt. van, choice of two, £420 each.
- 1959 January, BEDFORD 15-cwt. van, £295.
- 1958 11-ton COMMERCIAL diesel vans, one owner, choice of several, £275 each.
- 1958 October, FORD 7-cwt. van, one owner, £285.
- 1958 August, FORD 7-cwt. van, one owner, £280.
- 1957 BEDFORD Workobus, resprayed, nice condition, £130.
- 1956 HILLMAN estate car, nice condition, £375.

898-524

829

898-600

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
COMMERCIAL-VEHICLE SPECIALISTS.
AUTHORIZED DEALERS.

ALBION, LEYLAND, THAMES TRADER.
IMMEDIATE AND EARLY DELIVERIES.

- NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.
- NEW Trader tractor, Scammell coupling, also one with fifth-wheel attachment.
- 1958 ALBION FT37, 6-speed gearbox, good order throughout.
- 1958 ALBION Clydesdale, 21-ft. platform body, perfect order.
- 1957 ALBION Clydesdale, 20-ft. platform body, Leyland engine, fibreglass cab, good tyres, first-class order throughout.
- 1956 ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.
- 1956 October, A.E.C. 9.6 Majestic twin steer, air brakes, 21-ft. platform body, good condition.
- 1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.
- 1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.
- 1955 BEDFORD R6, 10-ton tractor, Scammell coupling.
- 1954 ATKINSON 4LW platform lorry, excellent order.
- 1953 ALBION Chieftain platform lorry, under 3 tons.
- 1952 SEDDON P6 tractor with 2-speed axle, Scammell hitch.
- 1952 E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.
- 1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.
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- BEDFORD, 1956, 7-ton truck, petrol, £250.

- BEDFORD, 1953, 7-ton truck, petrol, overhauled, £250.

- COMMER, 1954, December, TS3 diesel flat truck, overhauled, £185.

- COMMER, 1957, 25-cwt. forward-control van, diesel, £225.

- THAMES, 1955, P6, long-wheelbase 5-ton truck, £210.

- THAMES, 1956, 30-cwt. 400-cu.-ft. integral van, £250.

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1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed sides.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.
1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 2-ft. 6-in. timber fixed sides.
1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber fixed sides; choice of two.
1955 COMMER TS3 7-ton 13-ft. by 3-ft. timber drop-side.
1955 COMMER Q4, P6, 10-ft. timber drop-side.
1958 FORD Trader heavy-duty 5-ton, 6D engine, 12-ft. steel fixed side.
1954 BEDFORD 7-ton R6 11-ft. 6-in. steel U tipper.

PLATFORM.

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1956 BEDFORD 7-ton R6 16-ft. timber flat.
1956 BEDFORD normal-control, 16-ft. 6-in. timber flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop side.
1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.
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1953 THORNycroft, 18-ft. timber double drop side.
1958 BEDFORD forward-control 7-ton, G.M.C. engine, 16-ft. 6-in. timber flat.
1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.
1957 BEDFORD 6-ton, 16-ft. timber drop-side.
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1959 FORD Thames 3-ton, 4D, 14-ft. 6-in. timber flat.
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- 1956 December, BEDFORD 5-ton long-wheelbase drop-side tipper, wooden body, one C-clience owner, £350.
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- 1959 FORD Trader 6-wheel flat platform truck.
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- 1955 BEDFORD 5-ton boxvan, petrol, 600 cube, one owner, good tyres, excellent condition.
- 1957 FORD Thames 2-ton standard van, diesel reconditioned engine, good tyres, plain colour, excellent condition, one owner.
- 1957 Trader 4-ton boxvan, 4D engine, 2-way loader, one owner, exceptional condition.
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- 1958 SEDDON 6-7-ton platform, good tyres, excellent condition, one owner.
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- 1953 BEDFORD 2-3-ton drop-side truck, long-wheelbase, £70.

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- 1959 FORD Trader 6D 7-ton long-wheelbase tipper, new wooden drop-side body fitted, £875.
- 1959 FORD Trader 6D 7-ton medium-wheelbase tipper, £825.
- 1959 FORD Trader 6D 7-ton medium-wheelbase tipper, steel drop-side body, £765.
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- 1959 FORD Trader 6D 7-ton flat, choice of 30, from £725.
- 1959 FORD Trader 6D, County extension, 6-wheel platform truck, choice of three, each £1,245.
- 1958 BEDFORD artic. unit, Leyland Comet engine with large capacity swan neck van trailer, £750.
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- 1958 DODGE 6-ton long-wheelbase platform lorry, diesel engine, forward control, £450.
- 1958 FORD 6D 5-ton drop-side truck, £575.
- 1957 BEDFORD 7-ton flat, 5-type, 300 engine, £475.
- 1956 May, AUSTIN B.M.C. 5-ton diesel long wheelbase flat, £375.
- 1956 FORD short-wheelbase wooden bodied tipper, P6 engine, £175.
- 1956 AUSTIN 20-ft. flat, petrol engine, 2-speed axle, £250.
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- 1952 AUSTIN van, diesel engine, 900-cu.-ft. capacity, £125.

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- 1955 MAUDSLAY 8-wheeler platform diesel truck, recently overhauled, £345.

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- THAMES Trader, 1959 (June), 7-ton 138-in. wheelbase, Telehook tipping gear, 13-ft. 6-in. wooden body, £875.
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- 1958 DODGE 6-ton truck, 17-ft. drop-side body, £640.
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1950 FODEN FG model 8-wheeler, fitted 6LW Gardner, platform body, £350.
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1958 October, 7-ton 5-type BEDFORD 300 diesel platform truck, 2-speed axle, £650.
1957 7-ton AUSTIN B.M.C. diesel drop-side truck, power steering, 2-speed axle, £650.
1956 7-ton LEYLAND Comet long-wheelbase twin-ram tipper, alloy body, £750.
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7-ton 5-type BEDFORD diesel platform truck, £300.
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1955 COMMERCIAL 7-ton TS3 tipper, short wheelbase, good condition throughout, £445.
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1955 AUSTIN 2-ton diesel truck, very good condition, £325.
1955 BEDFORD 4-5-ton truck, in very good condition, £250.
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1954 ALBION 6-ton diesel truck, alloy body, £290.
1953 AUSTIN Loadstar P6 diesel truck, £175.
1953 BEDFORD A-type 3-ton long-wheelbase tipper, £150.
1955 BEDFORD 8-ton Scammell unit, £180.
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20-TON low-loader with winch, 1949, E.R.F. tractor, 6LW, dual brake systems, £1,450.
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8-TON tractor.
20-TON tractor.
35-CWT. Spurling van.

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- 1954 BEDFORD 7-ton platform with R6 diesel in good clean condition, £325.
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1960 August, 7-ton BEDFORD J-type, 8 cu. yd. tipper, with Bedford 108 cu. in. diesel at only 9,000 miles.
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1956 COMMERCIAL express delivery van.
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1955 AUSTIN 10-cwt. gown van, in excellent order.
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AUSTIN, Ford, Rootes Group.
AVAILABLE for immediate delivery, Ford 15-cwt. van; A Trader 5-ton 6D 1,650-cu.-ft. Luton van; Ford 5-cwt. van.
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- 1958 FORD 6D 8-cu.-yd. tipper, 2-speed axle, choice of two.
1955 ALBION 3-4-ton diesel chassis-cab, £275.
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25-CWT. BEDFORD van, 1955, £250.
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ONE 1956 BEDFORD 5.6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £400.
ONE 1956 FORD 4D 4.5-ton long-wheelbase diesel truck, on 7.00 x 20 tyres, one owner, £275.
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ALL well tried and in good condition.

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1951 BEDFORD 3-ton Luton van, petrol, £125.
1951 BEDFORD 5-ton, chassis-cab, petrol, £90.
1949 FORD 4-ton long-wheelbase Luton van, £95.

NEW vehicles from stock.

TRADER 108-in. wheelbase, 6D artic. unit.
TRADER 6D artic. unit with Hands automatic coupling.
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3-TON petrol and diesel vans.

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A.E.C., 1948, 33-seater Harrington body, 7.7 engine, very good and clean condition, certificate of fitness April, 1961, £425. Fountain Luxury Coaches, 12 The Green, Twickenham. 898-9792

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BEDFORD diesel 1959 41-seater Duple, heaters, etc., certificate of fitness April, 1966, in immaculate condition, £3,000, no offers. Box CM9411, care of "The Commercial Motor." 898-487

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1958 COMMER TS3, Duple 41-seater, seating in floral moquette, heaters, etc., exterior mainly cream with red reliefs, a very impressive vehicle, £2,850 in course of reconditioning, £2,685.

1958 BEDFORD Yeates Europa, 41-seater, red interior, with heaters, exterior grey-red, very nice order, £2,750.

1956 COMMER TS3, Plaxton 41-seater, red interior, radio, heaters, etc., exterior red-grey, smart and clean, in course of reconditioning, £2,685.

1955 DAIMLER Freeline, Duple 41-seater, red interior, heaters, glass roof quarters, etc., immaculate, certified 1965.

1954 BEDFORD Yeates Riviera, 36-seater, red interior with heaters, exterior moon-on-grey, certified 1964, £1,885.

1952 BEDFORD Gurney Nutting 37-seater with courier, blue interior with heaters, exterior cream-blue, smart vehicle, note the price, £790.

1952 BEDFORD Plaxton 33-seater, red interior with heating, exterior recently repainted in red, width 8 ft. £1,385.

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1951-48 BRISTOL 56-seater high-bridge double-deckers with Metcam all-metal bodies, half-sliding windows, etc., fitted late-series low-mileage 5LW Gardner, A.E.C. 7 and Bristol AV96 diesel engines, in super mechanical and body condition, certificate of fitness to 1963-64, choice of 36, price £450-£500.
1948 LEYLAND PD1, fitted 4500s Roe high-bridge 56-62-seater double-decker truck and metal bodies, with late-series low-mileage PD1 7.4 diesel units, crank boxes, in super mechanical and body condition, certificate of fitness to 1962, choice of four, price £400-£450.
1947-48 Mark III and R.T.-type A.E.C. double-deckers (not ex-London Transport), with 56-seater Metcam all-metal bodies, fitted late-series low-mileage 9.6 A.E.C. diesel engines (some under 15,000), in super mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness to 1963-62, choice of four, price £500-£650.

SINGLE-DECKERS.

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1952 39-seater A.E.C. Beadles, all-metal full-luxury Continental bodies, front-entrance sliding door, centre roof lights, Continental interior racking, strip lighting, fitted 7.7 A.E.C. diesel engines, certificate of fitness expiring end of 1962, price £950.
1951 FODEN 4.1-litre 2-stroke underfloor diesel engine, Mann Sacerdot 45-seater, 2-tier luxury seating, certificate of fitness 1962, choice of two, price £600-£650.
1950-45 A.E.C.s and Bristol, fitted Willowbrook and Park Royal coach bodies, with late-series low-mileage 7.7 A.E.C. diesel units, certificate of fitness end of 1961, price £350.
1950 BRISTOL 31-35-seater E.C.W. full-front full-luxury coaches, fitted Formica interior throughout, fitted late-series low-mileage 7.7 A.E.C. diesel engines (15,000 miles only), Continental seasonal use only, excellent mechanical and body condition, certificate of fitness 1965, choice of 10, price £700-£750.
1950 BRISTOL 10-33-seater Windover and E.C.W. half-cab coaches, fitted late-series low-mileage Bristol AV9.8 and Gardner 5LW diesel engines, certificate of fitness 1965-66, choice of six, price £700-£800.
1949 Park III 35-seater service saloons with Brush and Mark Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1963-62, choice of 10, price £550-£625.
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1948 LEYLAND PS1s with 35-seater Willowbrook thin-wall all-metal service saloon bodies, fitted low-mileage PS1 engines, in excellent mechanical and body condition, certificate of fitness to end of 1961-62, choice of 24, price £350-£400.
1948 BRISTOLS with E.C.W. 35-seater thin-wall all-metal service saloon bodies, fitted late-series low-mileage 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness expiring end of 1962, choice of seven, price £450-£500.
1948 49 MAULSLAY with Burlingham and Duple bodies, fitted 7.7 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1964-62, choice of 10, price £200-£250.
1948 49 LEYLAND PS1s, fitted with 35-33-seater Burlingham, Duple and Willowbrook full-luxury bodies fitted with luxury seating, fitted low-mileage late-series 7.4 Leyland diesel engines, certificate of fitness 1963-61, choice of 10, price to clear £325-£350.
1948 49 BEDFORD 29-seater Vista, certificate of fitness 1963-61, price £175-£200. Also Crossley and Daimler with Willowbrook and Duple bodies, £175 cash.
1938 A.E.C.s with 1951-52 Plaxton E.C.W. and coach bodies, fitted low-mileage late-series 7.7 A.E.C. diesel engines, certificate of fitness to end of 1962-61, choice of six, price £350-£400.
ENGINES. We have in stock engines complete with fuel pumps, dynamo and starter for all well-known makes of passenger vehicles, complete with clutch and gearbox, price £150: Gardner 6, 5, 5LW and 5LK; A.E.C. 7.7 and 9.6; Leyland 8.6 and PS1; Dennis Mark III 6-cylinder. Prices ranging from £100 to £175.
SUPER coach seats. Several sets of press-button-control reclining full-luxury Continental seating, very high backed. Colour green and grey moquette with ivory headrests, cost when new £550-£600, very little used since 1956-57, price £60 per set.
10-LITRE Meadows diesel engine, ex-Tilling-Stevens, complete with fuel pump, dynamo and starter, 5-speed box, in good running condition, £95.

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FREE SPARES.

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THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available for immediate inspection and test. Write for stock list.

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IMMEDIATE OR EARLY DELIVERY OF NEW REDFORD SBI CHASSIS WITH DUPLÉ BODYWORK. BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES.
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1960 BEDFORD Duplex SBI 41-seaters; extras include heaters, roof sliding windows, plastic headrest covers, wheel discs from two top quality coaches, choice of two.
1959 BEDFORD Duplex SBI 41-seaters; 2-speed rear axle, heaters, roof sliding windows, plastic headrest covers, wheel discs, low mileage, top quality vehicle.
1959 BEDFORD Plaxton SBI 41-seaters; Plaxton C type body, Syndromic chassis lubrication, radio, public address, heaters, roof quarter lights, roof sliding windows, outstanding condition.
1959 BEDFORD Plaxton 41-seater; exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low mileage, top quality vehicle.
1957 BEDFORD Plaxton 41-seater; exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, insulating parcel racks, radio-public address, and many other extras, this is a top quality vehicle ex a well-known Continental touring fleet.
1958 BEDFORD Duple 41-seater coaches; exterior ivory and red, seating in red patterned moquette, many extras, choice of two.
1955 BEDFORD Plaxton 36-seater; certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, ex well known Continental touring fleet, many extras.
1954 BEDFORD Duple 36-seater; R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh splendid value.
1952 BEDFORD Duple 33-seater, exterior in ivory, heaters, now being recertified.
1951 BEDFORD Duple Former, maroon with ivory waist seating in red moquette, Formica side casings and heater; bargain.
1951 A.E.C. Burlingham 41-seater full luxury coach, recertified in 1955, certificate of fitness 1965, excellent value.
1951 LEYLAND Royal Tiger Windover 39-seater coach, many extras and very reasonably priced.
1952 LEYLAND PS1 Plaxton 37-seater, certificate of fitness 1963, exterior black, very clean machine.
1955 LEYLAND Comer Duple 36-seater, certificate of fitness May, 1965, exterior ivory and red, extras include 2-speed rear axle, rear wheel discs, glass roof quarters, tubular parcel racks, Formica side casings and heaters; splendid value.
1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.
1955 COMMERCIAL Duple 15-seater, recertified certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, radio-public address, heater, plastic headrest covers, mechanicals very sound indeed and well tried.
1954 COMMERCIAL Plaxton 39-seater, certificate of fitness 1963, recertified engine recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.
1960 FORD Thames Duple 41-seaters, red and ivory, heaters, wheel discs, top sliding windows, low mileage, as new machines.

AND MANY OTHERS.

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FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

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IF you are considering another coach for the season why not do what so many coach operators have been doing for many years—come and see the very carefully prepared second-hand luxury coaches at Yeates. You are always welcome to see the chassis repair works and coachworks where we thoroughly check and repair the coaches we offer for sale. Nowhere in the country is the same care and attention given to make sure that the coach operator receives a good coach that represents best possible value for money.
YOU are welcome any time, any day (please let us know if you wish to call outside normal working hours). We welcome part-exchanges and can make all the necessary arrangements for H.P., etc.

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NEW COACHES.

INCLUDING DUPLÉ, PLAXTON AND BURLINGHAM COACHWORK.

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THE NEW REDFORD FRONT ENTRANCE YEATES PEGASUS 44 SEATER BUS IS NOW IN SERVICE AND WE ARE NOW TAKING ORDERS FOR DELIVERY DURING JUNE AND JULY. THIS CHASSIS IS ALSO AVAILABLE WITH FULL LUXURY COACHWORK. PHOTOGRAPHS, SPECIFICATION AND PRICES ON REQUEST.
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PASSENGER AND COACH DEALERS.

ALL VEHICLES ADVERTISED ARE ACTUALLY IN STOCK AND CAN BE INSPECTED AT OUR ADDRESS OR AT YOUR PREMISES.

NEW FORD Thames Plaxton Embassy 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.
NEW FORD Thames Duple Yeoman 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.

1960 Thames Consort 41-seater full-luxury Plaxton body, fitted radio and heaters, Formica side panels, many other extras, small mileage, as new, certificate of fitness 1967.

1959 BEDFORD SBI 41-seater full-luxury Duplex body, fitted with radio and heater, also many other extras, certificate of fitness 1966; choice of two.

1956 BEDFORD 41-seater full-luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, now being recertified, choice of two.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body with Perspex quarters, Formica side panels, heaters, public address system, interior fawn and red moquette, in good clean condition throughout, just been recertified, choice of two.

1955 A.E.C. Reliance, 41-seater full-luxury Burlingham Seagull body, front entrance, radio and heater, in good clean condition throughout, certificate of fitness 1965.

1955 BEDFORD Super Vega, 41-seater luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966; choice of two.

1955 COMMERCIAL T53, 39-seater full-luxury Plaxton body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1955 LEYLAND Tiger Cub, front entrance, Easton Seagull body, fitted Formica side panels, heaters, clean condition throughout, certificate of fitness 1964.

1954 BEDFORD Super Vega, 36-seater full luxury Duple body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1952 A.E.C., 9.6 engine, full-front 39-seater, full luxury Whitson observation coach, good tyres, in good clean condition throughout, one owner since certificate of fitness 1962.

1952 BEDFORD Super Vega, 37-seater full luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1965.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full luxury Duple body, fitted heaters, Formica side panels, good clean condition throughout, certificate of fitness 1961; choice of two.

1950 ALBION, 35-seater full luxury long-wheel green body, fitted with heater, interior blue patterned moquette, in good clean condition throughout, certificate of fitness 1963.

1948 MAULSLAY, fitted with 1953 Burlingham Seagull body, 36-seater, fitted heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1963.

1947 48 BEDFORD Vistas, 29-seater Duple bodies, certified 1961-62; choice of several.

1947 A.E.C. Regal RT3 double-decker, high-bridge 56-seater, in good clean condition throughout, certificate of fitness November, 1962.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

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NEW 1961 BEDFORD SBI diesel (and SBI petrol), 41-seater Plaxton Embassy, five now available.

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1958 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice of three, certified 1963-3.

1956 BEDFORD SBI petrol 41-seater Yeates Riviera, roof lights, heater, radio.

1955 A.E.C. Reliance, 7.75-litre, 41-seater Duple Elizabethan, heater, radio.

1955 BEDFORD (reconditioned Perkins R6) 38-seater Duple, cream-green, interior blue patterned moquette, choice of three, certified 1963-3.

1955 COMMERCIAL T53 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.

1954 A.E.C. Reliance, 7.75, 41-seater Burlingham Seagull, heater, radio, choice two.

1954 53 BEDFORD SB petrol 36-33-seater Burlingham Seagull, certified 1965-62, choice two.

1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, certified 1964, choice two.

1953 BEDFORD petrol, 41-seater Yeates Riviera, heater, radio, certified 1963.

1951 BEDFORD Vega (petrol) 33-seater Duple, certified 1961, heater, radio, choice three.

1951 LEYLAND Royal Tiger 43-seater Metacraft, heater, certified 1955, luxury seats.

1950 A.E.C. Regal Mark III (9.6-litre) 33-seater Burlingham full-front, heater, certified 1963-62.

1950 BEDFORD Vista (petrol engine) 29-seater Duple, heater, choice five, certified 1963-62.

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IMMEDIATE DELIVERY FROM STOCK.

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- BEDFORD SB3** petrol Duplex 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile, many other extras, finished red-cream.
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- BEDFORD SB8**, 350-cu.-in. oil engine, Plaxton Embassy 41-seater, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished blue-cream.
- BEDFORD SB1**, 300-cu.-in. oil engine, Plaxton Embassy 41-seater, 8 ft. wide, radio, heaters, glass roof quarters, Formica panels, other extras fitted, finished red-cream.
- BEDFORD SB1**, 300-cu.-in. oil engine, Plaxton Special C-type Embassy 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished blue-cream.
- BEDFORD SB1**, 300-cu.-in. oil engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished cream-red.
- BEDFORD SB3** petrol engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, Radiomobile and public address equipment, heaters, finished cream.
- BEDFORD SB1**, 300-cu.-in. oil engine, 2-speed axle, Harrington Scagull 60 41-seater, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished in primer, choice of two, ready for Easter.
- BEDFORD SB1**, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. wide, glass roof quarters, radio, heater, Formica panels, other extras fitted, finished cream.
- BEDFORD SB1**, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. wide, radio, microphone, heater, Formica panels, marker lights, other extras, finished cream.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1
VICTORIA 6033.

NEW COACHES FOR IMMEDIATE DELIVERY FOR EASTER, WHITSUN.

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- A.E.C.** Reliance, air brakes, Harrington Cavalier 41-seater coachwork, quarter lights, Formica panels, heater, other extras fitted, red moquette, in primer.
- A.E.C.** Reliance, air brakes, Harrington Cavalier 41-seater coachwork, Formica panels, heaters, other extras fitted, red moquette, in primer.
- A.E.C.** Reliance, air brakes, Plaxton Embassy 41-seater coachwork, central entrance, glass roof quarters, heater, Formica panels, finished two shades grey.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

USED COACHES EX-STOCK.

BEDFORD.

- 1959** SB3 petrol 41-seater Duplex Super Vega, red moquette, heaters and other extras fitted, finished grey and red, certificate of fitness 1964.
- 1957** SB3 petrol 41-seater Burlington, red moquette, finished ivory-red, certificate of fitness 1964.
- 1957** SB3 petrol 41-seater Plaxton, red moquette, finished blue, certificate of fitness 1964.
- 1956** SB3 petrol 41-seater Duplex, Eaton 2-speed axle, green upholstery, finished green and grey, certificate of fitness 1961.
- 1955** SB petrol 38-seater Duplex, heater, fitted red moquette, finished maroon and cream, certificate of fitness 1965.
- 1954** SB petrol 38-seater Duplex, beige moquette, finished blue, certificate of fitness 1964.
- 1953** SB petrol 35-seater Duplex, 2-speed axle, Formica panels, finished green, certificate of fitness 1965.
- CHOICE** of several 1951-2-3 BEDFORD petrol engines with Duplex Plaxton coachwork, 33-37 seaters, all with good certificates of fitness.
- CHOICE** of several 1947-50 BEDFORD petrol engines, with Duplex 29-seater Vista coachwork.

A.E.C.

- 1958** Reliance, 43-seater Duplex front entrance, radio, heater, glass roof quarters, many other extras, finished metallic blue, immaculate condition, certificate of fitness 1965.
- 1956** Reliance, Duplex, central entrance, 43-seater Elizabethan coachwork, red moquette, heaters fitted, finished grey and red, certificate of fitness 1961.
- 1952** Mark IV, 41-seater Yeaton coachwork, red moquette, finished maroon and cream, certificate of fitness 1962.
- 1952** Mark IV, 41-seater Burlington, central entrance, automatic chassis lubrication, heaters, finished maroon-grey, certificate of fitness 1962.
- 1951** Mark IV, 41-seater Heaver, glass roof quarters, green upholstery, finished green, central entrance, certificate of fitness 1961.

(Continued in next column)

Used Passenger Vehicles (contd.)

- 1949** Mark III, new Yeates 35-seater coachwork fitted 1954, glass roof quarters, red moquette, finished blue, certificate of fitness 1962; choice of three.
- 1948** Mark III, new Burlington 37-seater full-front coachwork fitted 1952, red moquette, finished blue, certificate of fitness 1962.

LEYLAND.

CHOICE of several 1947-50 PSL-2 Duplex half-cab 35-seaters, suitable for works contractors.

COMMERCIAL.

- 1956** TS3 Duplex 41-seater, red moquette, Formica panels, heaters, finished blue, immaculate condition, certificate of fitness 1961.
- CHOICE** of several DENNIS, FODEN, COMMERCIAL AVENGERS and AUSTIN COACHES, ALL WITH CURRENT CERTIFICATES OF FITNESS.

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COMPREHENSIVE RANGE OF USED A.E.C., LEYLAND AND BEDFORD COACHES, PETROL AND DIESEL, IN STOCK FOR IMMEDIATE DELIVERY.

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ARLINGTON MOTOR CO. LTD. 898-534

FRANK COWLEY.

200

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ACTUALLY IN STOCK READY FOR IMMEDIATE SERVICE.

- 1956** BEDFORD Plaxton 41-seater super-luxury coach, this machine is definitely unmarked and in new condition throughout and cannot be repeated, £2,250.
- 1953** DENNIS diesel-engined Falcon 33-seater full-luxury Plaxton coach, 2-speed axle, definitely unmarked and as new, looks exactly like 1958 Bedford Plaxton, certified 1960, special bargain, £695.
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- 1952** LEYLAND Royal Tigers, 41-seater coaches, all in excellent condition and certified, £1,150 each.
- PD2** LEYLAND high-bridge double-deckers, all fitted Onco engines, in first-class condition throughout, with good batteries, certified 1962, £395 each.
- 1948** And 1949 LEYLAND PSL 34-seater service buses, front entrance, powered by Leyland PSL diesel engines, £275 each.
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- 1949** BRISTOL 32-seater coaches, powered by Gardner 5LW diesel engines and 3-speed gearboxes, £325 each.
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- 1953** LEYLAND Royal Tiger Burlington 37-seater, blue and cream, red interior, certificate of fitness March 1963.
- 1953** BEDFORD, Duplex body, 35-seater, blue and cream interior, certificate of fitness March, 1962.
- 1952** LEYLAND Royal Tiger Harrington 41-seater, donut fin, blue, red interior, certificate of fitness April, 1962.
- 1951** LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
- 1951** LEYLAND Royal Tiger, Duplex body, 41-seater, blue and cream, red interior, certificate of fitness 1966.
- 1951** LEYLAND Royal Tiger Burlington 37-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
- ALL** the above vehicles have been maintained by ourselves since new.
- 1948** FODEN, 6LW Gardner engine, Windosor body, 33-seater, fawn interior, certificate of fitness 1963.

March 3, 1961—THE COMMERCIAL MOTOR 81
(Supplement)

Used Passenger Vehicles (contd.)

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WE CAN OFFER DELIVERY OF THE FOLLOWING NEW VEHICLES PAINTED TO INSTRUCTIONS:—

- 1961** Models BEDFORD SB1 diesel, Duplex bodies, 3-speed gearbox, last price.
- 1960** ALANVA Nubia 29-seater luxury coach, grey interior, fawn-brown exterior, certificate of fitness March 1967, Formica sides, air conditioned low chassis, £2,500.
- 1959** BEDFORD petrol, Duplex 41-seater, glass roof quarters, heaters, red interior, immaculate condition, choice of two, immaculate vehicles, £3,250.
- 1959**, JUB, COMMERCIAL 153 Duplex 41-seater, 3-speed gearbox, glass roof quarters, many other extras, fawn interior, pink-grey exterior, certificate of fitness 1960, £3,750.
- 1959** BEDFORD P.S.V. 11-seater, cream-cream exterior, certificate of fitness 1960; choice of three, from £550.
- 1958** BEDFORD Vegas 37-41-seaters, red interior, green exterior, choice of two, very clean, certificate of fitness 1965, £2,850.
- 1957**, December, BEDFORD Leyland Comet engine, Duplex 41 seater, Formica sides, automatic transmission, certificate of fitness December, 1964, £3,000.
- 1956** BEDFORD petrol Duplex 41-seater, green interior, Formica side casings, heater, very clean, certificate of fitness March, 1961, £2,600.
- 1955** BEDFORD Duplex 38-seater, red interior, cream exterior, very clean, certificate of fitness June, 1965, £2,150.
- 1955** BEDFORD Yeates 36-seater, red interior, fitted heater, certificate of fitness 1965, £1,450.
- 1954** BEDFORD Plaxton 38-seater, red interior, recently retrimmed, green-cream exterior, very clean, certificate of fitness 1964, £1,950.
- 1953** BEDFORD petrol 35-seater Duplex, fawn interior, 7 ft. 6 in. wide, one owner only, very clean, certificate of fitness 1964, £1,650.
- 1953** BEDFORD Yeates 33-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.
- 1951** DENNIS Falcon 33-seater Strachan body, certificate of fitness 1963, £550.
- 1951** A.E.C. Regal Mark IV Burlington Scagull, 39 seats, blue interior, green-cream exterior, certificate of fitness June, 1961, £1,450.
- 1951** 52 BEDFORD Vegas 33-35-36-seaters; choice of several from £1,000.
- 1949** MAUDSLAY 7.7 A.E.C., fitted 31-seater Whitson observation body, certificate of fitness 1 February 1961, £250.
- 1948** LEYLAND PSL, fitted Burlington 31-seater body, clean coach, certificate of fitness July, 1961, £225.
- 1947** 48 DAIMLER Plaxton and Duplex bodies, 35 seaters, clean machines, from £295.
- 1947** LEYLAND PSL 34-seater buses, rear entrance, choice of three, from £135.
- 1946** BEDFORD OB chassis fitted 29-seater Harrington bodies, high-backed seating, fitted heater, one owner only, used on coastal work; choice of two, certificate of fitness 1961, from £175.
- W** for shops and carrying workshop, etc.
- A** S Plaxton authorized repairers for the South, we offer a good repair service. Also painting and trimmings, crash jobs on speciality.
- W** E can usually arrange to hire you a coach while yours is off the road.
- W** ANTED, Several 7-ft. 6-in. BEDFORD Duplex 33-seater Vegas, good price allowed in part-exchange for cash for a new or good used vehicle.

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- NEW** 1961 BEDFORD diesel 41-seater Super Vega, fitted with 3-speed box, red moquette, in primer, immediate delivery.
- 1960** BEDFORD diesel 41-seater Super Vega, exterior cream-red, certificate of fitness to January, 1967.
- 1959** BEDFORD diesel 41-seater Super Vega, exterior cream-red, certificate of fitness to March, 1966.
- 1959** BEDFORD diesel 41-seater Duplex Super Vega moquette red, exterior cream-red, certificate of fitness 1966; choice of six.
- 1959** BEDFORD petrol 41-seater Super Vega, exterior grey-blue.
- 1958** BEDFORD diesel 41-seater Super Vega, exterior ivory.
- 1957** BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.
- 1955** BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
- 1955** BEDFORD petrol 38-seater Super Vega, exterior ivory-maroon, certificate of fitness 1965.
- 1955** BEDFORD petrol 36-seater Super Vega, exterior maroon-grey; choice of two.
- 1954** BEDFORD petrol 36-seater Duplex Super Vega, exterior green-grey, certificate of fitness March, 1964.
- 1954** BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.
- 1954** BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.
- 1953** BEDFORD 35-seater diesel Duplex Super Vega, exterior cream-red, certificate of fitness July, 1963.
- 1953** BEDFORD diesel 35-seater Super Vega, exterior cream-red.
- 1952** DENNIS Falcon 35-seater Duplex, exterior blue-cream, certificate of fitness 1962.
- 1952** BEDFORD petrol 38-seater Duplex Super Vega, red moquette, exterior red-cream, certificate of fitness April, 1962.
- 1951** FODEN, 6LW, 37-seater Metalfair body, exterior grey-green, certificate of fitness 1961.
- 1951** MAUDSLAY, A.E.C. oil engine, 33-seater Bellhouse-Hartwell, new certificate.
- 1950** COMMERCIAL 33-seater, exterior blue-maroon, certificate to May, 1961.
- 1948** DENNIS, 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.
- 1947** DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.
- E**XPORT inquiries invited.

Used Passenger Vehicles (contd.)

LES GLEAVE, L.T.D.
FOURWAYS GARAGE,
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Smallwood 225, 226.

- NEW 1961 Burlingham 41-seaters.
NEW 1961 Plaxton 41-seaters.
NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATIONS.

- 1960 Model BEDFORD 41-seater Duple, radio, heater.
1959 Thames Plaxton 41-seater.
1959 BEDFORD Plaxton, quarter lights and many extras.
1959 BEDFORD Duple 41-seater.
1959 BEDFORD Yeates 41-seater, choice of two.
1958 BEDFORD Plaxton, choice of two.
1958 BEDFORD Plaxton, quarter lights and many extras.
1958 BEDFORD Duple 41-seater.
1958 BEDFORD Duple 37-seater.
1958 BEDFORD, Leyland Comet engine, 41-seater Duple.
1956 COMMER Plaxton 41-seater.
1956 BEDFORD Plaxton 37-seater.
1956 COMMER Plaxton 41-seater, armrests and many extras.
1955 BEDFORD Burlingham 35-seater.
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1944 BEDFORD Plaxton 38-seater, choice of two.
1954 A.E.C. Duple Reliance 41-seater.
1953 BEDFORD Plaxton 35-seater.
1953 BEDFORD Duple 37-seater.
1952 BEDFORD Plaxton 33-seater.
1951 52 BEDFORD Duple 33-seater, choice of three.

WE ARE NOW TAKING ORDERS AND FINISHING INSTRUCTIONS FOR EARLY DELIVERY.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

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1957 BEDFORD petrol 41-seater Duple Super Vega, red interior, radio and heaters, £2,500.
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1956 BEDFORD petrol 41-seater Duple Super Vega, red moquette and heaters, refitted at £2,400.
1956 BEDFORD petrol 41-seater Duple Super Vega, red interior, radio and heaters, Eaton 2-speed axle, £2,400.
1956 BEDFORD petrol 41-seater Duple Super Vega, green interior, green and black exterior, fitted every available extra, refitted, £2,450; choice of two.
1956 BEDFORD petrol 41-seater Duple Super Vega, blue interior, radio and heaters, £2,025.
1955 BEDFORD petrol 38-seater Duple Super Vega, autumn tint moquette, radio and heaters, £2,100.
1954 BEDFORD petrol 38-seater Duple, choice of three, £1,600.
1953 BEDFORD petrol 35-seater Duple Super Vega, red interior, cream and beige exterior, £1,400.
1953 BEDFORD petrol 35-seater Burlingham Scagull, certificate of fitness April, 1963, £1,350.
1952 BEDFORD petrol 33-seater Duple Super Vega, choice of several, £795.
1951 BEDFORD petrol 33-seater Duple and Plaxton, choice of several, £795.
1951 LEYLAND P52, 37-39-seater Burlingham bodies, certificate of fitness 1963, £350; choice of two.
1950 BEDFORD 29-seater Duple Vista, from £395-£500.
1949 BEDFORD 29-seater Duple, £200-£300.
1951 LEYLAND Royal Tiger 41-seater, red pattern moquette, heaters, £975.

A KIRKBY QUALITY VEHICLE
ALWAYS REPRESENTS GOOD VALUE FOR MONEY.
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Used Passenger Vehicles (contd.)

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34 CLEVELAND ROAD,
WOLVERHAMPTON.
PASSENGER TRANSPORT SPECIALISTS.

- NEW BEDFORD SBI diesel 41-seater Duple, Plaxton or Burlingham coaches.
NEW FORD Trader 41-seater Duple, Plaxton or Burlingham coaches.
NEW COMMER Avenger 41-seater Duple coach, one only.
ALL available with early delivery and finished to your instructions.
1960 FORD Trader diesel 41-seater Burlingham coaches, choice of three, £3,450.
1959 COMMER Avenger 41-seater Duple coaches, choice of six, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,400.
1956 COMMER Avenger 41-seater Duple coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.
1956 BEDFORD petrol 41-seater Burlingham coach, heaters, etc., £2,150.
1955 BEDFORD petrol 36-seater Burlingham coach, recertified 1965, very clean, £1,900.
1955 BEDFORD diesel R6 (modified) 38-seater Duple coach, certified 1965, £1,600.
1954 BEDFORD petrol 32-seater Burlingham Scagull coach, armchair reclining seats, glass roof quarters, £1,300.
1953 BEDFORD petrol 35-seater (and courier), Duple coaches, choice of two, glass roof quarters, heaters, etc., £1,450.
1951 BEDFORD petrol 33-seater Duple Vega coach, heaters, new engine, very clean, £850.

SPECIAL OFFER—

- 1953 BEDFORD petrol 35-seater Burlingham coach, certified 1963, £1,200.

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DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR

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NIGHTS AND WEEK-ENDS, 2324-7 and 22293.

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CHARLES COPPOCK, L.T.D.

SERVICE BUSES,

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COACHES.

FULL FRONTED.

- 1951 Royal Tiger 9.8-litre underfloor engine, air brakes, Duple Ambassador coachwork, 37 large luxury seats, choice of two, can be inspected by appointment.
1952 DAIMLER Freeline, powered Daimler underfloor engine, 43 full luxury seats, can be inspected by appointment.

DOUBLE DECK,

HIGHBRIDGE.

- 1948 A.E.C. Mk. III, 9.6-litre engines, M.C.W. coachwork, all-metal construction, 36 seats, choice of seven, certificate of fitness December, 1961 to 1963, prices from £325 each.
1943 1944 GUY Arabs, powered SLW engines, bodies by Weymann, 56 seats, certified December, 1961 and February, 1962, respectively, choice of two, £225 each.

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- 1948 LEYLAND P51 7.4-litre oil engine, bus type entrance, coachwork by Northern Coachbuilders, certificate of fitness 1964, in exceptional clean condition, price £395.
1947 LEYLAND P51 7.4-litre oil engine, Eastern Coachworks, bus-type bodies seating 35, rear require recertifying, choice of four, from £200.
1949 A.E.C. Mark III, 9.6-litre oil engine, Burlingham luxury coach, 33 seats, half cab, certificate of fitness, October, 1962, price £275.
1949 BEDFORD O.B. bus, 31 seats, certificate of fitness December, 1961, price £125.

SPARE PARTS.

MINISTRY recommended A.E.C. 7.7-litre engines, type A.187/ref. GX, complete including clutch, three available.
SECOND-HAND engines, Leyland P51, A.E.C. 7.7 litre, Gardner SLW.
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1951 Two Ford Yeoman Burlinghams.
1961 Two Bedford 300 C.U. Burlinghams.
1949 A.E.C. 9.6 35-seater Duple.
1958 BEDFORD 41-seater, petrol.
PART-EXCHANGES, H.P. etc.

898-136

Used Passenger Vehicles (contd.)

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1955 LEYLAND Comet 36-seater Duple body, 2-speed axle, certificate of fitness 1965, immaculate condition, available within seven days.
1955 BEDFORD 36-seater, certificate of fitness 1965.
1954 BEDFORD 33-seater, armchair-type seats, certificate of fitness 1964.
1953 BEDFORD 35-seater, certificate of fitness 1962.
1953 DAIMLER Freeline, 35-seater Bellhouse body, luxury seats, certificate of fitness 1965.
1952 CROSSLEY 37-seater, certificate of fitness 1962.
1952 BEDFORD 28-seater, armchair-type seats, certificate of fitness 1962.
1950 BEDFORD 29-seater, excellent condition, certificate of fitness 1964.
1950 COMMER Plaxton 33-seater, certificate of fitness 1963.

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1953 BEDFORD Plaxton 35-seater with courier seat, in green with extras, certificate of fitness 1964.
1953 A.E.C. 41-seater, cream and blue, certificate of fitness 1963, fitted radio, and heater.
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1958 BEDFORD Duple 41-seater, maroon-cream, autumn tint, radio-speech, very clean, £2,750.
1957 BEDFORD Burlingham 41-seater, red interior, cream-maroon, heater, centre arm rests, discs, £2,600.

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1955 BEDFORD Duple 38-seater, red-grey, cream-blue exterior, heater, discs, very clean.
1953 A.E.C. Mk. IV Harrington dorsal fin 41-seater, very clean.
1952 Royal Tiger Scagull 41-seater, air brakes, radio, heaters.
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1960. June, BEDFORD diesel, fitted with Burlingham body and finished in maroon and ivory with red and grey interior, heaters and top sliding windows, certificate to 1957.
1960. June, BEDFORD 41-seater Duple, K-type moulding, grey and red exterior with red interior, top sliding windows, choice of two.
1960. June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 7 ft. 6 in. wide, K-type moulding, glass roof quarters and many other extras, 18,000 miles, choice of two.
1960. June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 8 ft. wide, glass roof quarters and tubular racks, K-type moulding, choice of two.
1960. June, FORD Thames Traders, 41-seater Plaxton bodies, choice of two, finished in cream with red interior and fitted with heaters, glass roof quarters with blinds, tubular racks and armrests.
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1959 BEDFORD SBI, choice of two 41-seater Plaxton bodies, finished in yellow and black with grey and black interior, fitted with radio, heater, wheel discs.
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1956 COMMERCIAL TS3 with Eaton 2-speed axle, Plaxton 41-seater body, finished in cream with autumn tint interior and fitted with glass roof quarters, tubular racks, public address system, armrests and Formica casing panels, certificate of fitness to 1966.
1956 BEDFORD, 41-seater body by Plaxton, pink and maroon interior with red all-leather seats, heater, glass roof quarters, tubular racks and Formica casing panels, certificate of fitness to 1966.
1956 BEDFORD, 41-seater body by Duple, choice of two in blue and ivory with red interior, lift-up roof and Formica casing panels, certificate of fitness to December 1966.
1955 COMMERCIAL TS3 with 2-speed axles, choice of three 35-seater bodies, finished in cream with autumn tint interior, immaculate condition.
1955 COMMERCIAL TS3 with 2-speed axle, 39-seater Plaxton body, finished in cream with autumn tint interior and fitted with lift-up roof and Formica casing panels.
1955 May, COMMERCIAL TS3 with Eaton 2-speed axle, finished in autumn tint with cream and fawn interior and fitted with heater.
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(Continued in next column)

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1954 BEDFORD petrol 35-seater Burlingham, certificate of fitness 1964.
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1951 PSI LEYLAND full-front 33-seater, recertified, certificate of fitness 1966.
1951 TILLING-STEVENS 6LW full-front 33-seater, three lift-up seats, certificate of fitness 1964.
1950 FODEN 6LW full-front 33-seater, certificate of fitness 1965.
1950 FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.
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1954 BEDFORD Plaxton 36-seater, black-ivory exterior, red-fawn interior, radio, P.A., good condition throughout, £1,800.
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1950 LEYLAND PSI Burlingham full-front 35-seater, £650.
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1957 BEDFORD Duple Super Vega 41-seater, petrol, choice of three, certificate of fitness 1964.
1956 BEDFORD Duple Super Vega 41-seater, petrol, recertified.
1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962.
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GARDNER 4LW engine complete with 5-speed gear, £150.

BEDFORD 7-ton petrol engine, complete, £25.

THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, Yorks. Please phone Brighouse 1677-8-9; after business hours Bradford 78480 or 71077. 898-265

£100. R6 Perkins engine, complete with all fittings for 5-ton Bedford, good runner.

£65. Perkins P6 engine, complete Ford or Bedford fittings and gearboxes.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 898-540

GARDNER recommended repairers, 5LW and 6LW engines reconditioned to Gardner standards, dynamometer tested and guaranteed.

M. R. AND W. WALLWORK, LTD., 205 Regent's Park Rd., Finchley, N.3. Phone, Finchley 1169, 898-463

A.E.C. 9.6 reconditioned engine, £325, and gearbox; gearbox for Bedford, H.B.H. Motors, Ltd. Phone, Colnbrook 2741; evenings 2759. 898-431

RECONDITIONED P3 Trojan conversion, £85; Ford 4D, £75; B.M.C. 6-cylinder, £85; Perkins P6 Austin conversion, £85. W. H. Farmer and Son, 10 Delamere Rd., Portsmouth 32495. 898-x2448

BEDFORD 28 h.p. engines, reconditioned complete, £40. M. and D. Motors, 47 Brixton Hill, London, S.W.2. 898-485

BEDFORD Perkins P6 complete with accessories and synchromesh gearbox, £100; 5LW Gardner, as new, £150.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 898-388

Engines Wanted

GARDNER 6LW diesel engines required complete with gearboxes. L. W. Vass, Ltd., Amphil, Bedford, Amphil 3255-6. 222-699

WANTED, Gardner 4LW diesel engine, also Perkins P4, D. Davies and Sons (Transport), Ltd., Llanawel, Llandello. 899-9804

6LW Gardner diesel engines wanted, with or without gearboxes, urgently required, state price and quantity. Write to 502 High Rd., Leytonstone, London, E.11. 898-539

A.E.C. 7.7, 8.8, 9.6, NR6, Thornycroft, 6LW (Gardner) and Listers. G. H. Howard, 64 Greenford Rd., Harrow. Byron 3209; night, Chalfont 5. Giles 2554. 898-459

PERKINS P6 engine required, complete. Grimwades Transport, 166-8 Plumstead Common, S.E.13, Woolwich. 898-445

A.E.C. 9.6 engine, complete or crankshaft only, suitable for reconditioning. Wake's Services, Southgate, Wincanton, Somerset. 898-417

Spare Parts and Supplies (contd.)

MILSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units and models. Birch Lane, Bradford. Phone, Bradford 32771-2.
MILSHAW tipping gears. Inquiries to Birch Lane, Bradford. 898-781

WESTON tipping gear.

MAIN agents London, Home and Southern Counties. Full service facilities and large stock of replacement units and spares.

QUOTATIONS for complete rebuilds, including steel bodies 3 to 7 cu. yd.

CONSULT us on all tipping-gear problems.

SOUTHERN HYDRAULIC, LTD., 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-B. 898-641

PILOT WORKS, LTD. Hydraulic tipping gears, 3-18 tons. Specialists in alloy, steel and wooden bodies. Manchester Rd., Bolton. Phone 5545-6-7. London office: 3 Southampton Place, W.C.1. Phone, Chancery 3149. 898-738

TOW ROPES

15 FT. heavy steel wire tow ropes, complete with hooks and chains, £3 each; carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477. 898-805

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by fitting with Tyroform (regd.) anti-adhesive. For covers frozen to untreated rims, apply Coaxite (regd.) penetrant-lubricant. Guaranteed harmless to rubber. From all main factors. 222-854

CLAPTON TYRE SERVICE sound part-used tyres, 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20, 8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20, 135s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amh 7073. 222-875

Spare Parts and Supplies (contd.)

36 X 8, 12-ply, £23; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.
L. W. VASS, LTD., Amphill, Bedford. Amphill 3255. 222-924

36 X 8 new 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard 12-ply, £23 10s.; 14-ply, £25 10s.; 9.00 x 20 Trackgrip 10-ply, £12, carriage paid.

THE BRITISH RUBBER CO., Baildon, Yorks. Shipley 55427. 222-675

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash.
H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 222-936

WANTED, 8.25 x 13 14-ply tyres. John Eastwood and Sons, Ltd., Anderstown, Belfast. Phone 667667. 898-9773

WANTED and for sale. Car and lorry tyres, all sizes, some as new, for example, 8.25 x 20 Track Grips 12-ply, some as new, £8 each, may we quote you, return of post. London Tyre Stocks, C.M., 15a Fowell St., London, W.11. Park 0401. 901-9794

WANTED up to ten 12.00 x 20 track grips or heavy duty civilian tyre.

WOOLFENDEN'S GASKETS, LTD., 315 Prevost Rd., Liverpool, 13. Sto 9087. 900-9807

WELDING

BARIMAR for scientific welding repairs under Barimar money back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grams, Barikumar, Walgreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow, also operating at full blast. 222-750

Spare Parts and Supplies (contd.)

ANGELL AND WILLIAMS (PECKHAM), LTD. the specialists in welding, repairs to defective crankshafts, heads, gearboxes, etc.
TRAFFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 222-602

WHEELS

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pore's Lane, Ealing, W.5. Ealing 4298. 222-728

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. 222-988

USED UNITS, Whitefield, Burnley (phone 2262). All makes and types in stock. 222-678

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. 222-678

2,000 Wheels in stock of all types and sizes, English and American. 222-938

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. 222-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5274, for Bedford wheelbase extensions and York third axle conversions. 906-5673

WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy brass-steel. Quick frame repair and replacing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 222-603

PERSPEX cut to size and pattern. Denny, Ltd., 11 Netherwood Rd., W.14. She 5152, 1426. 222-657

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

FORTY-EIGHTH SALE.

E. & R.

By order of the Secretary of State for War.
WAR DEPARTMENT STORAGE DEPOT, RUDDINGTON
(five miles south of Nottingham on the main Nottingham-Loughborough road).

WALKER, WALTON AND HANSON

(in association with
TURNER, FLETCHER AND ESSEX
AND
RICHARDSON AND LINNELL).
WILL SELL BY AUCTION ON
MONDAY AND TUESDAY,
MARCH 13 and 14, 1961,
AT 10.30 A.M. EACH DAY.

535 VEHICLES AND MOTOR CYCLES

INCLUDING:—
MOBILE WORKSHOPS (FITTED WITH LATHES, DRILLING MACHINES, GENERATING SETS, ETC.), **PETROL AND WATER TANKERS** 200-800 GAL., **TRAILERS** 10 CWT.-1 TON, **LOAD CARRIERS** 1-7 TONS PETROL AND DIESEL, **AUSTIN CHAMPS**, **MOTOR CYCLES** BY B.S.A. AND MATCHLESS, ETC.

ALSO
GOVERNMENT
SURPLUS PLANT AND STORES.
MACHINE TOOLS, ETC.

INCLUDING:—
CAPSTAN AND TURRET LATHES, **BLISS PRESSES**, **ELECTRIC WELDERS**, ETC., **36 SKID-MOUNTED DIESEL ENGINES**, **4,100 CANVAS COVERS** AND **CANOPIES**, **3,900 6- AND 12-VOLT BATTERIES**, **TUBULAR STEEL CANTEN FURNITURE**, **3,300 TYRES**, **TUBES AND WHEELS**, **C.A.V. AND LOCKHEED SPARES**, **ARMATURES**, **DYNAMOS**, **CARBURETTOR** AND **FUEL PUMP SPARES**, **BILGE PUMPS**, **ELECTRONIC VALVES**, **SPARKING PLUGS**, **AUXILIARY CHARGING SETS**, **TOWING AMBULANCES**, **TOWING ROPES**, **TOOL BAGS**, **HYDRAULIC AND SCREW JACKS** AND OTHER M.T. SPARES, **9,450 GAL. WAX PROTECTIVE SOLUTION**, **TEXTILES**, **BUTTONS**, **COTTONS**, **THREAD**, **CLOTHING**, **FOOTWEAR**, **HAVERSACKS**, ETC.

FOR VIEWING DATES AND TIMES SEE PAGE VIII IN THE CATALOGUE.

CATALOGUES: Price 1s. each (P.O.s only) to admit TWO PERSONS to View and ONE PERSON to the Sale, may be obtained from the Auctioneers' Offices, Dept. 10, Byard Lane, Bridlemith Gate, Nottingham, from February 27 onwards.

Phone, Nottingham 54272 (seven lines). 898-9781

Miscellaneous Advertisements (contd.)

ACCOMMODATION

CATERING—WEST COUNTRY.

PAIGNTON HYDRO HOTEL. The most popular coaching hostelry in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/camp park. Apply Mr. W. J. Gent, M.H.C.I. Phone 56333. 222-782

BUSINESSES, PREMISES, OFFICES, ETC.

LIMITED company, Liverpool area: 32 artic. and rigid vehicles, well established, fully occupied; 110 tons A licences, 50 tons B licences, sacrifice, £20,000. Plus vehicles by arrangement. Premises also available if required. Apply Box CM9712, care of "The Commercial Motor." 898-9784

GARAGE, Filling Station, etc., in West Fife. As going concern on busy trunk road site in West Fife, property and business of garage, filling station, haulage and coach hiring, room for further development of site and business, further particulars may be obtained from—Malcolm, Jack and Matheson, Solicitors, Walmer House East Port, Dunfermline. Phone, Dunfermline 2855. 898-3

TRANSPORT business, established 40 years: 50 tons B licences, Birmingham. Particulars, 76 Lionel St., Birmingham, 3. 898-116

ESTABLISHED haulage business, 20 tons A licence, based Aberdeen (Inverness to the Midlands of England) regular traffic. Licences expire 1965. Box CM984, care of "The Commercial Motor." 898-37

HAULAGE business, Bristol area, consisting of seven 1957-60 diesel lorries and 32 tons B licences with very good user conditions including building materials. 200 miles radius, limited company, price £10,000.

HAULAGE business, West Midlands, consisting five 1957-60 multi-wheel long-wheelbase tipper with A licences for gen. rel. goods, reasonable price. We have haulage businesses available in most areas and would be pleased to receive your inquiries. Fuller particulars of these businesses can be supplied on request, and some hire-purchase available.

WILDE AND BENNETT, L. LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 2356. 898-254

BUSINESS premises for sale comprising three houses, 9,200-sq.-ft. workshop, warehouse and office all with vacant possession. Half mile from A1 in North Nottingham. Suitable premises for transport or light industry. Box CM9711, care of "The Commercial Motor." 900-9798

TRANSPORT and haulage contractors business, established 1928; three buses and coaches (two stage carriage routes), four lorries (three A licences, 12 tons), one contract licence, excellent, modern, well-equipped garages and workshop, superb modern residence in pretty village, Shropshire, owner would sub-divide to exclude residence if preferred. First time in market, price and full details: Cooper and Green, F.A.L. Shrewsbury. Phone 2095. 898-22

Miscellaneous Advertisements (contd.)

SMALL haulage company, with established base outside Southampton, comprising substantial garage and depot (including maintenance facilities), would consider amalgamation with other well-established business; ideal opportunity for Midlands or Northern haulier wishing to institute firm to stock, advertising fully qualified to manage larger scale operations and maintain vehicles. Box CM9815, care of "The Commercial Motor." 898-8240

OLD-ESTABLISHED haulage business, Metropolitan Area, 23 tons A licences on eight modern petrol and diesel lorries, general goods, 25 miles; reasonable price. Box CM9819, care of "The Commercial Motor." 898-523

Businesses, Premises, Offices, etc., Wanted

WANTED, haulage businesses with special A licence, ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, L. LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS, 2356. 898-254

CONTRACTS FOR HIRE AND WANTED

MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. 222-665

OWNER-DRIVER requires contract with manufacturer or merchant, where personal attention is required; willing to purchase vehicle to suit; Midlands preferred. Box CM9816, care of "The Commercial Motor." 898-8248

LAND ROVERS, light vans and trucks available on contract hire. Apply for terms.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 898-556

CONVERSIONS

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES. MEANING:—

LOWER INITIAL COST.
MORE M.P.G.
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable. Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.
WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-6. 222-929

HENDYS FOR FORD.
BRITAIN'S FIRST FORD DEALER.
DIESEL 4D AND 6D ENGINES WITH REAR-END
CONVERSIONS AT LOW COST.
LET US QUOTE YOU.
PERCY HENDY, LTD.,
SOUTHAMPTON 28331 (EIGHT LINES).
722-955

THORNYCROFT Coles cranes converted with A.E.C. 7 engines, fitted £150 engine extras. Mr. Woodhall, South Western Diesels, King Edward St., Exeter. Phone. Exeter 56552. 898-35

INSURANCE
PAUL CHILDS, LTD.,
58 BIRCH GROVE,
LONDON, W.3.
Accord 2398.

BEST market rates—no-claims bonus to 40%. Monthly for quarterly payments accepted. 898-655

LOADING SHOVELS
SIKI heavy-duty loading shovel, 1-cu.-yd. bucket, 4D engine, registered 1959. £550. W. H. Emmerson, Castle Rd., Castle Gresley, Burton-on-Trent. 898-XA2341

MISCELLANEOUS
USE fluorescent lighting in your motor van by using a 12-volt D.C. input rotary converter, 240 V. A.C. output, 100 watts, £10 15s. Universal Electric Co., Ltd., 2 Constance Rd., Enfield. 900-9782

HARVEY FROST Robot type tyre changer, Newman Industries, Ltd., Yate, Bristol. Phone. Chipping Sodbury 3311. 898-42

PACKING AND SHIPPING

ROYAL 3066-9. The quickest way of shipping your car anywhere in the world is through **FARON, LTD.,** 51-53 Coughton Friars, E.C.3. 898-728

SITUATIONS VACANT

A.M.I.E. City and Guilds, A.M.I.Mech.E., etc., on A. "No pass no fee" terms. Over 90% success. For details of exams, and courses in all branches of auto., diesel, area, mechanical engineering, etc., write for 148-page, handbook free. R.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 722-812

EXPERIENCED bodybuilding setter out inspector required for composite construction in the West London area. Reply to The Curand Commercial Bodybuilding Co., Abbeydale Rd., Wembley, Middlesex. Phone. Perivale 1046. 898-9777

COMMERCIAL-VEHICLE salesman for all types of Routes Group products, must have previous commercial experience, generous salary and commission, new car provided, superannuation scheme where applicable. H. Taylor and Co., 15 London Rd., Kingston-upon-Thames. 899-9775

WANTED
TO JOIN EXPANDING COMPANY
FIRST-CLASS DESIGN DRAUGHTSMAN
PREFERABLY WITH SOME EXPERIENCE IN HEAVY GOODS VEHICLE OR ALLIED FIELDS.
Only men with ability to handle complete design projects need apply.
Excellent condition. Housing available. Salary commensurate with ability.

Write to **THE CHIEF ENGINEER,**
YORK TRAILER CO., LTD.,
ST. MARK'S ROAD,
CORBY, NORTHANTS. 898-9778

H. V. BURLINGHAM, LTD., a Duple Group company, wish to appoint a Chief Engineer Designate. Responsibility covers Design, Development, Prototype and Inspection Departments. Essential qualifications degree and/or A.M.I.Mech.E. Some years design and development experience on light structures, not necessarily vehicles. Age preferred 30-40. Excellent opportunity for right man. Apply in writing, Vicarage Lane, Blackpool. 898-9787

REPRESENTATIVE wanted for Northern England and Scotland, knowledge of vehicle operation and traffic necessary. Box CM982, care of "The Commercial Motor." 899-9800

WANTED. Manager, or under-manager for heavy haulage company, state salary and experience. Box CM983, care of "The Commercial Motor." 900-9799

MANAGER required for medium but expanding company N.W. London, engaged household and office removals, warehousing, shipping, distribution and general haulage. Applicant must be fully experienced and capable of running concern without supervision and of obtaining business at the highest level. Accommodation may be available. Commencing salary £900-£1,000 plus share of profits. Box CM987, care of "The Commercial Motor." 898-40

MANAGER required for Bedford Main Dealers, to take charge of depot in Home Counties. All facilities including new and used vehicle sales. Service and parts departments, bodybuilding, etc. Apply with details of experience to Box CM976, care of "The Commercial Motor." 898-8

VEHICLE BODY BUILDER.
A LEADING BRITISH COMPANY OF
MOTOR DISTRIBUTORS
IN
COMMONWEALTH WEST AFRICA
HAS A VACANCY IN A MAIN CENTRE
FOR A
VEHICLE BODY BUILDER

EXPERIENCED IN MODERN METHODS OF
CONSTRUCTION OF ALL POPULAR TYPES.

Applicants should have served a practical recognized apprenticeship and have at least seven years subsequent experience and possess qualities of initiative, energy and ability to lead and train African staff. Challenging opportunity for permanent and progressive career for able and vigorous candidate aged between 28 and 37 years. Overseas salary and allowances £1,500 per annum or according to qualifications and experience with subsequent increments based on ability.

Overseas terms of service include free medical attention in West Africa and an initial £4 allowance; contributory pension fund; furnished accommodation available at nominal rent and free passages for wife and children where applicable.

Tours of duty in Africa approximately 21 months followed by substantial home leave on full pay.

Apply giving full particulars to

BOX CM989.

CARE OF "THE COMMERCIAL MOTOR"

898-213

GENERAL Manager (Transport) with extensive knowledge of large vehicle fleet administration required by a National company at its London headquarters, the post involves complete control of over 600 C-licensed vehicles based throughout the country and calls for a man aged 35-45, whose drive ability and commercial experience on this scale make him capable of earning a salary of £2,000 p.a., he must be fully conversant with documentation embracing mechanical, bodywork and repainting dock schedules preparation of monthly transport returns, fuel and tyre records, road accident claims, responsibilities do not include day to day operation of vehicles or control of drivers, technical qualifications are not important but only persons whose commercial experience matches the requirements outlined above should apply. Applicants should send in confidence full personal information, including education and present salary to Box CM988, care of "The Commercial Motor." 898-41

BRIGHTON Main Ford Dealers have a vacancy for a fully experienced Commercial Salesman, excellent opportunity for a keen man with a progressive and expanding company. Apply in writing: Endeavour Motor Co., Ltd., 90-92 Preston Rd., Brighton, B. Sussex. 899-9802

MANCHESTER CORPORATION TRANSPORT DEPARTMENT
REQUIRE
RATEFIXER
IN THE ENGINEERING SECTION.

Salary £825/£880 per annum for a 42-hour week. Experience of work on heavy vehicles desirable. Details of duties and application forms can be obtained from

THE GENERAL MANAGER,

55 PICCADILLY,

MANCHESTER, 1.

to whom applications should be returned not later than Friday, March 10, 1961. 898-68

AN enthusiastic Salesman is required by Main Ford Dealers, to be accepted the applicant must be able to prove a successful selling career, with particular interest in pioneering. Apply to General Sales Manager, K.T. (Dartford), Ltd., 171-173 The Brent, Dartford, Kent. 898-52

ARTHUR E. GOULD, LTD. Ford Main Dealers, Mercury House, 30 Alfred Place, London, W.C.1, require experienced new car and commercial vehicle Salesmen with energy and the urge to succeed; good salary with commission paid, recently revised; non-contributory pension scheme available; permanent position with excellent prospects in our large organization. Apply in writing with full details or call to Sales Director. 898-5

HAULAGE contractors (heavy and normal) require two first-class traffic clerks for their Manchester and London clearing houses; excellent opportunity for men of ability and trade connections. Write giving full details of experience, etc., to Box CM981, care of "The Commercial Motor." 899-9801

COMMER Main Dealers in West Sussex have vacancy for an experienced commercial vehicle salesman. Good salary and commission rates to person of proved ability, also pension scheme. Write giving full particulars of experience to Box CM9716, care of "The Commercial Motor." 898-228

LEICESTER, Nr., commercial-vehicle sales expert required to open new depot. State salary. Box CM9811, care of "The Commercial Motor." 898-261

Miscellaneous Advertisements (contd.)

MIDLANDS ELECTRICITY BOARD.
STUDENT APPRENTICE
AUTOMOBILE ENGINEER.

APPLICATIONS ARE INVITED FOR ENTRY TO A STUDENT APPRENTICESHIP IN AUTOMOBILE ENGINEERING COMMENCING IN SEPTEMBER, 1961.

The Board's large transport fleet includes vehicles of all types and the successful candidate will undertake training in all aspects of automobile engineering. Applicants should have passed or expect to pass this summer the G.C.E. "A" level examinations in at least mathematics and physics, and in addition have passed the G.C.E. "O" level examinations in a minimum of English, chemistry and one other subject. During his apprenticeship, the successful candidate will be expected to obtain a diploma in technology (engineering) which will enable him to achieve professional status as an automobile engineer, and he will be released without loss of pay to undertake six months' full-time technical education at an approved college of technology for each of four successive years.

The apprenticeship will be based in the Birmingham locality but the apprentice will be expected to undergo training in any part of the Board's area as may be required.

Applications, in candidate's own handwriting, stating age and full particulars of education, should be forwarded within three weeks and endorsed

"STUDENT APPRENTICE AUTOMOBILE ENGINEER" to the Secretary.

MIDLANDS ELECTRICITY BOARD.
MUCKLOW HILL, HALFOSWEN,
NR BIRMINGHAM.

F. W. CATER,

Secretary.

898-67

EXPERIENCED fitter required to maintain small fleets of petrol and diesel coaches, must be capable of taking responsibility, organizing outside repair facilities and general running of garage. Write, stating experience, age and salary required, to Empress Motors, Ltd., 240 Cambridge Heath Rd., E.C.3. 898-552

FOREMAN wanted for small modern bodyshop specializing in commercial and P.V. repairs, good scope to live, energetic man with good records. Adels, Box CM9511, care of "The Commercial Motor." 898-567

ASSISTANT works manager-receptionist required for modern garage, must have good working knowledge of motor trade experience in customer relations and workshop progress chasing, excellent prospect of promotion. West Middlesex area. Write Box CM964, care of "The Commercial Motor." 898-481

OUTSTANDING commercial-vehicle distributors require first-class representatives for the London area. Excellent basic and rates of commission paid, car provided. Write in confidence to The Manager, Stewart and Ardern, Ltd., Morris Commercial House, Queensbury Rd., Wembley. Alperston 2121. 898-372

SITUATIONS WANTED

TRANSPORT Engineer-Manager. A.M.I.E., A.M.I.R.T.E., A.M.I.T.A., seeks suitable position London, Kent, overseas, 29 years' experience, age 42. Box CM9814, care of "The Commercial Motor." 899-X214

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone Kent, Southern England's foremost warehouse, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey and Sussex. Phone. Lenham 441 (five lines). 722-653

TENDERS

TENDERS are invited for the construction of a travelling library. Conditions, specification and drawings may be obtained from the Clerk of Bedfordshire County Council, Shire Hall, Bedford, to whom tenders must be delivered not later than Monday, April 27, 1961. 898-235

CHELMSFORD RURAL DISTRICT COUNCIL

TENDERS ARE INVITED FOR THE SUPPLY OF NEW VEHICLES FOR DELIVERY BY JUNE 1, 1961, AS FOLLOWS:—

1 MORRIS MINI VAN WITH PASSENGER SEAT, FINISHED IN DARK GREEN.

1 11-TON MORRIS FG. 114-IN. WHEELBASE DROP-SIDE LORRY, FINISHED IN DARK GREEN, COMPLETE WITH TILT AND PASSENGER SEAT.

The Council have for disposal a 30-cwt. Bedford drop-side lorry, first registered February 7, 1949, No. OLV 998, which may be inspected by appointment at the Raddow Road Depot, and a credit should be allowed in the tender for taking this vehicle in part exchange.

Tenders should be submitted to the undersigned in plain envelopes endorsed "Motor Vehicles" not later than 10 a.m. on March 20, 1961.

C. A. BOHANNON, ESQ.,

Clerk of the Council.

Council Offices,
New London Rd.,
Chelmsford. 898-741

A47

Miscellaneous Advertisements (contd.)

THE DEARNE URBAN DISTRICT COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF ONE

NEW KARRIER GAMECOCK

COMBINED GULLY/CESSPOOL EMPTIER, FITTED WITH DIESEL ENGINE, IN EXCHANGE FOR PRESENT GULLY EMPTIER.

Details and forms of tender can be obtained from the Engineer and Surveyor, J. K. Smithies, Esq., A.M.I.Mun.E., A.M.I.H.E., and should be returned by Monday, March 27, 1961, to the undersigned.

C. BISHOP,

Clerk of the Council.

Council Offices,
Bolton-on-Deane,
March 3, 1961.

898-43

NOTTINGHAMSHIRE COUNTY COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF NINE

AMBULANCE SERVICE VEHICLES

ON BEDFORD CHASSIS WITH LOMAS BODIES, NINE SIMILAR VEHICLES BEING OFFERED IN PART EXCHANGE.

Tenders may submit tenders for any or all of the vehicles to be supplied and tenders on a non-part exchange basis will be considered.

Further particulars and Tender documents may be obtained from the County Medical Officer, Shire Hall, Nottingham. Completed tenders in the envelopes to be supplied should be received by me not later than 10 a.m. on Monday March 27, 1961.

A. R. DAVIS,

Clerk of the County Council.

898-515

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

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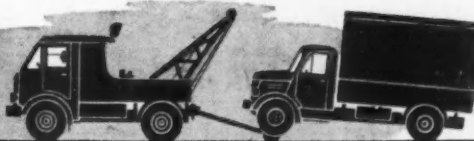
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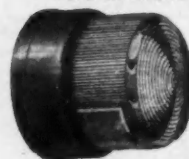
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